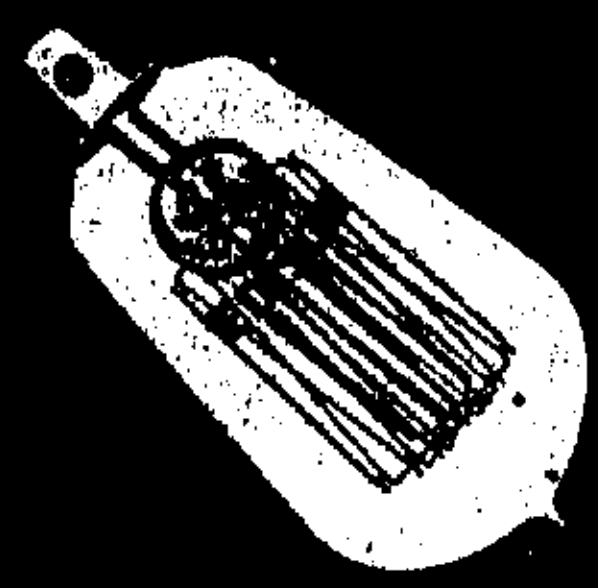


EDISON LAMPS



FROM ELECTRICAL DEALERS

# The Hongkong Telegraph.

FOUNDED 1861  
No. 12,098

三拜禮 號七廿月四英港香 WEDNESDAY, APRIL 27, 1921. 日十式月三

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GLASS WARE

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## THE REPARATIONS PROBLEM.

### DETAILS OF GERMANY'S NEW PROPOSALS.

#### "The Maximum Germany Can Offer."

(Reuter's Service.)

Berlin, April 26.

The German Note to America outlines the German proposals and emphasises that these are the maximum Germany can offer.

The proposals include an offer to pay fifty milliard gold marks at their present value for reparation. Germany is equally ready to pay the value of this sum in annuities, adapted to her capacity for production up to the total of two hundred milliard gold marks.

Germany proposes to issue immediately an International Loan, in which she would participate, the result of the loan to be placed at the disposal of the Allies, Germany to pay a portion of the sum uncovered by the loan up to the limits of her capacity.

Germany offers to allow the Allies to participate in any improvement of her financial and economic situation and to co-operate in the reconstruction of the devastated regions, supplying materials as far as possible on purely economic lines.

Germany also offers to pay the Reparations Commission one billion gold marks as follows:—Firstly, one hundred and fifty million in gold, silver and drafts; secondly, 850 million in bills of exchange upon the Treasury which would be paid within three months in drafts and foreign securities.

Germany is ready to take over within the limits of her capacity the Allied debt to the United States.

If these proposals are accepted, Germany demands the cancellation of all other obligations on Germany with regard to reparations. Thus, the private possessions of Germans abroad would be liberated. Germany considers these proposals are acceptable only if the regime of penalties is ended, if German production is not restricted and Germany is admitted to the world's trade. Germany undertakes to recognise as binding the decisions of the International Commission of Experts upon her capacity to pay and, finally, she asks the United States to point out any desirable modification.

#### Allied Ambassadors at Washington Conference.

Washington, April 26.

Mr. Hughes, Secretary of State, invited the Allied Ambassadors to meet him informally to discuss the German Note. Sir Auckland Geddes, M. Jusebrand, Signor Ricci and Baron Shidehara spoke at the Conference.

It was indicated that the American reply to Germany will not be sent before the receipt here of the view of the Allied Governments regarding the German proposals.

#### French Chamber's Confidence.

Paris, April 26.

M. Briand has reported to the Chamber that the conversations at Lympne and Hythe had a most satisfactory result. The Premier was absolutely agreed in principle. He declared that Germany's failure to fulfil the Treaty applied in every direction and all the French preparations were made to deal with the situation on the expiration of the time limit. France would resort to coercion because she was compelled by the debtors' bad faith. M. Briand asked for the Chamber's entire confidence, after which the debate was adjourned at the Government's request by 423 votes to 29.

#### BRITISH PRISONERS IN GERMANY.

##### Horrible Stories of Camp Commandant's Cruelty.

London, April 26.

Shocking stories of the ill-treatment of British soldiers at the hands of Germans were related in a crowded court at Bow Street by soldiers unable to attend the trials of war criminals in Germany, whither their evidence will be sent. Sir Travers Humphreys and Mr. Vernon Gattie represented the Crown; Herr Weisenberger represented the German Government. The first case dealt with the brutality of Muller, Commandant of the Flaye de Martel camp, where a thousand British prisoners were herded in the three floorless huts, without bedding or sanitation, and with inadequate rations. There was no room for all to lay down. Five hundred contracted dysentery and died at an average rate of six daily. Nevertheless, they were driven to work with blows, the Commandant riding his horse along their ranks photographing men in the throes of dysentery. A terrible disclosure was the statement that a man was eaten to death by lice; no trace of skin was left on his chest, which was a huge mass of crawling vermin, causing the German guards to shudder at the sight.

#### MR. HUGHES' DEPARTURE FOR DOMINIONS CONFERENCE.

##### All-White Australia Desires Asiatic Friendship.

Melbourne, April 27.

Mr. Hughes, in a speech at a farewell banquet prior to his departure for England, at which the American Consul-General presided, said that he did not believe that Americans seriously contemplated war with Japan or vice versa. He was certain anyway that the British Empire was determined that there should be no war with either country, and affirmed the resolve that Australia be reserved for the white races, but Australians did not wish to give a pretext for offence to other nations. They wished to live in peace and friendship with the Asiatic peoples.

#### EXPLOITATION OF DUTCH OIL DEPOSITS.

##### Is America Participating?

The Hague, April 26.

The Second Chamber opened a debate on a Bill dealing with the exploitation of oil deposit at Djambi. Referring to the Standard Oil Company's application to participate in the exploitation, M. Van Ravenswaay, a Communist, urged the desirability of the Foreign Minister participating in the debate if the application emanated from the American Government. The President of the Chamber opposed the demand, and said that he was not aware that the application emanated from the American Government. M. Van Ravenswaay did not insist upon his demand.

## THE COAL STRIKE.

### Seriousness of Railwaymen's Action.

(Reuter's Service.)

London, April 26.

The gravity of the decision of the National Union of Railwaymen not to handle coal in colliery sidings or from overseas during the miners' dispute was emphasised by Sir Eric Geddes in the House of Commons this afternoon. Sir Eric pointed out that this coal was absolutely necessary to the life of the community. Preventing the delivery of coal was only interpretable as an attempt to starve the nation. He declared that the Government during this and previous disputes favoured no class. (Labour cries of "Oh!" and loud Ministerial counter-cheers), and had secured the necessities of life to the whole community (cheers). He invited the secretary of the Railwaymen's Union to meet him this afternoon, and trusted good would result. But no Government could allow the nation to be so coerced (loud cheers).

#### Joint Conference Adjourned.

After two hours' discussion the joint conference of the Government, the mineowners, and the miners adjourned. It will resume after Sir Robert Horne has separately conferred with the contending parties to-morrow morning in order to discuss to what extent it is possible that the reduction of wages can be met by Government assistance.

## THE CROWN PRINCE.

### Malta's Enthusiastic Send-Off.

Malta, April 26.

The Crown Prince is receiving an enthusiastic send-off amid naval and military salutes, the barracas and bastion being crowded as on his arrival.

#### U.S. Warship to Greet Japanese Prince.

Gibraltar, April 26.

The Pittsburg flying the flag of Vice-Admiral Niblick, of the U.S. Navy, is expected here to-morrow. The Pittsburg will salute the Japanese Prince when H. J. H. arrives.

#### Visitor to be Entertained at Lancaster House.

London, April 27.

The Government will entertain the Crown Prince at Lancaster House on May 12. The Prime Minister will preside.

#### COMMONS' APPRECIATION OF RETIRING SPEAKER.

##### Mr. Whitley the Prospective Successor.

London, April 26.

The House of Commons with acclamation thanked the Speaker, Mr. James Lowther, on the occasion of his retirement, and adopted a motion asking his Majesty to confer upon him a signal mark of favour. Mr. Whitley is expected to be unanimously elected his successor to-morrow.

## WORLD'S CHESS CHAMPION.

### Capablanca Takes the Title.

London, April 26.

A telegram from Havana says Lasker has resigned the Chess Championship of the World to Capablanca, after losing four out of fourteen games played. The others were drawn.

## EARLIER TELEGRAMS.

### JAPANESE CROWN PRINCE.

Malta, April 25.

The Crown Prince spent most of the forenoon visiting places of interest. After visiting St. John's, where he was received by the Archbishop and Chapter of the Cathedral, he was conducted over the entire famous temple. He went to the Palace, General Plummer conducting him over the ancient palace of Grand Masters, and lunched at the Casino Maltese, which was decorated for the occasion. Before entering, the Prince was made the object of a most sympathetic ovation by the crowds outside and the guests inside. The toasts of King George and the Emperor of Japan were honoured. The Crown Prince visited the museum and thereafter attended General Plummer's "At Home" at the San Antonio Palace, to which a large number of guests was invited.

## THE RUBBER SLUMP.

London, April 26.

The *Indianrubber Journal* suggests that the producers form a corporation with a capital of \$17,500,000 to buy rubber up to twenty-seven pence a pound and not to sell below half a crown, the planters of the Dutch Indies to form a similar company to work in unison with the corporation.

## CONVERSION OF WAR BONDS.

London, April 25.

1922 War Bonds will be exchanged for the new loan at 145 per cent. and 1925 at 160 per cent. in order to encourage early conversion. A commission of five shillings per cent. will be paid to banks and stockbrokers on bonds converted not later than May 1924.

## THE ARCHDEACON'S APPEAL FAILS.

London, April 26.

Archdeacon Whitley's appeal to the Privy Council has failed.

## EARLIER TELEGRAMS.

### THE REPARATIONS QUESTION.

Paris, April 26.

M. Briand has announced that the Supreme Council has definitely been convoked for the morning of the 30th April in London.

London, April 26.

Preparations for the meeting of the Supreme Council at Downing Street on 30th April are proceeding apace. M. Loucheur, the French Minister for the Liberated Regions, has already arrived in London. A number of French experts are arriving to-day to confer with British experts on 27th April with regard to the proposed means for compelling Germany to fulfil her obligations. M. Briand, Marshal Foch and General Weygand and Berthelot will arrive on 29th April, when the Belgian Foreign Minister (M. Jaspar) and Belgian Finance Minister and Signor Sforza will also be here. M. Briand has informed the French Cabinet that the duration of the conference in London will depend upon the new German proposals. If these are inacceptable the conference will last only a few days. If, as is improbable, they are acceptable, a week will be required to consider a possible basis for fresh negotiations. Meanwhile there is no news of the contents of the German note to America which Reuter's correspondent at Washington states the State Department had not received up to last evening.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, April 26.

The Japanese adviser has returned from Japan. It is said that he is the bearer of important information.

The Government has not complied with the Japanese request to express its attitude in case the evacuation of the Japanese forces in Tsingtao and the Kiaochow and Chainan railway is actually carried out.

Shanghai, April 26.

A general meeting of the National Bank Group will take place in Tientsin on 1st May. It is said that a representative of the Ministry of Finance will attend for the purpose of dealing specially with the currency system and the financial situation of the country.

## CANTON NEWS.

### Proposed Military Expeditions.

Voting for magistrates of the Province will take place on August 1st. Each voter will contribute sixty cents, and it is estimated that the amount of money thus received will total more than a million dollars.

It is rumoured that Sun Yat-sen will give orders as soon as he is inaugurated to attack Kiangsi and Kwangsi, and that the Commander in Chief for the former expedition will be Hsu Shung-chee and the latter Chan King-ming.

Owing to Tang Shao-yi refusing to accept the portfolio of Minister of Finance in the new Government, Liao Chung-hoi, the present chief of the Finance Department, will be appointed.

## U.S. WOMEN APPEAL FOR DISARMAMENT.

A mass meeting under the auspices of the Women's Disarmament Committee has passed a resolution requesting President Harding to call a conference of the nations of the world on disarmament, and asking for the postponement of the increased appropriations for armaments pending this conference. It was announced that 14 meetings with a similar object were being held simultaneously in other States.

that it had been made clear to the officials of the Club that after a few years it would be necessary to find a fresh supply of water for the convenience, as the existing nullah would be diverted as a result of the Praya East Reclamation Scheme. The application was granted.

Mr. Carr Clark applied for permission to construct 45 W. C.'s in date to be erected at 716 721 Coronation Road, Kowloon.

The Director of Public Works opposed on the ground that the outfall would be a nuisance in the Typhoon Refuge. Mr. Alabaster remarked that the presence of the campings in the Typhoon Refuge had the same effect. Mr. Perkins retorted that two wrongs did not make a right. No doubt a water carriage system, quite clear of the Typhoon Refuge, would have to be constructed some day, but he did not think it desirable to create a nuisance in the mean time.

On the motion of the Chairman, seconded by the Hon. Mr. Perkins, a resolution was passed.

## SANITARY BOARD MEETING.

### Plans for Mosquito Campaign.

A meeting of the Sanitary Board was held yesterday afternoon, Mr. G. R. Bayer (President) in the chair. There were also present the Director of Public Works (Hon. Mr. T. L. Perkins), Mr. C. G. Alabaster, Dr. W. V. M. Koch, Mr. Chow Shou Son, Mr. S. W. Tso, the Medical Officer of Health (Dr. W. W. Pearce) and the Secretary (Mr. C. M. W. Reynolds).

A letter was read from the Government relative to the campaign against mosquitoes advocated at the last meeting of the Board. The letter stated that pending the reports of the special survey instituted by the Sanitary Department, the Government saw no ground for authorising exceptional expenditure, but that, on receipt of that report, such steps would be taken as the Government deemed necessary.

Dr. Koch: May I ask when it is likely that this report will be ready, and will it be laid before the Board or go straight to the Government?

At the invitation of the Chairman, Dr. Pearce gave details of the instructions issued to the special officers making the survey. They were to locate untrained nullahs, with a view to dealing with them; to locate pools caused by the draining over the hillsides of surface water; to note the presence of undergrowth likely to harbour mosquitoes (including bamboo clumps and fences), the presence of collections of water inside and outside private premises, especially sumps for collecting water for garden watering. Dr. Pearce said that several potential mosquito breeding places had been discovered and some had been dealt with as reports had been sent to the Department from time to time, without waiting for the completion of the survey.

The Chairman: I understand that you have not so far discovered any anopheles mosquitoes?

Dr. Pearce: No. In reply to Dr. Koch, the M. O. H. added that a more extensive survey was being made than in previous years and it would therefore take somewhat longer, but he expected that the report would be ready within a month.

## Sanitary Convention.

With reference to an application by the Craigshaw Cricket Club for permission to erect modern sanitary conveniences at the Club premises, the Chairman said, in reply to the Hon. Mr. Perkins,

## FIRE IN CITY.

### Queen's Road Premises Destroyed.

An early-morning outbreak of fire destroyed a house in Queen's Road Central. The house in question, No. 293, through the careless firing of a stove used for drying tobacco leaves, caught fire at 2.55 this morning, the flames gradually making their way from the ground floor to the top of the building; and in a comparatively short space of time bringing about a total destruction of the premises. The timely work of the Brigade prevented the conflagration from spreading to the adjoining houses, though these latter underwent considerable damage from water.

The ground floor of the destroyed building, it was ascertained, was occupied by tobacco and foreign goods dealers, and was insured for a sum of \$5,000 with the Chung On Company. The stock of goods in this floor was, of course, entirely destroyed, the loss being estimated to have a value of \$6,000, of which \$4,000 worth was covered by insurance. The three upper floors used by another foreign goods dealer, and also as boarding quarters were not insured. No lives were lost.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### RUBBER RESTRICTION.

Singapore, April 26.

In the Legislative Council the official reply to an interrogation is that it is not possible to give a date for a final decision on the recommendations of the Rubber Restriction Committee. The Government is in close touch with the leading rubber growers of Malaya and in telegraphic communication with the Secretary of State and an announcement will be made as soon as possible.

The unofficial members emphasised the urgency of the matter and the commonsense aspect of the recommendations. The Governor declared that it was not as simple as made out but he did not think a decision would be long delayed.

## News in To-day's New Advertisements.

A new consignment of Victor Records has been received by S. Moutrie & Co.—Page 3.

The Astuta Maru has arrived from Europe and consignees are given the usual notice on Page 5.

The principal film being presented at the Hongkong Theatre until the week-end is "The Scarlet Shadow"—Page 12.

The H. A. Waring Company is giving its farewell performance to-night, when "Ann" will be presented.—Page 4.

On May 23 Messrs. Lammert Bros. are selling the plant of the China Mining and Smelting Company at Lowry.—Page 4.

The attraction at the Coronet Theatre to-day is the film entitled "The Money Changers"—Page 12.

The a.s. China has arrived from San Francisco and consignees should consult the notice on Page 4.

## To-Day's Exchange.

The closing rate of the dollar, on demand, to-day was 2s. 6½d.

## The Weather.

1 p.m. Barometer:—29.76. Temperature:—82°. Humidity:—72.

## Lighting-Up Time.

Lighting-up time to-day is 6.45.



## NOTICE.

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## TANKS OUST CAVALRY.

Famous Units to be  
Disbanded.

Army Estimates for the year  
1921-22 were considered by the  
House of Commons of Supply  
last month.

Sir L. Worthington Evans said  
that last year the original Esti-  
mates amounted to £125,000,000,  
to which must be added about  
£39,750,000 of Supplementary  
Estimates, making a total of  
£164,750,000.

This year he was asking for a  
vote of £106,300,000, which was a  
reduction of over £58,000,000. If  
the war charges, which were the  
non-recurrent expenditure, were  
omitted from last year and this  
year, the House really got a  
fairer comparison of the ex-  
penditure, and making that the  
comparison the saving this year  
was £25,557,000.

The current expenditure for  
Army service in the Middle East,  
Mesopotamia, and Palestine in  
the Estimates was for £26,600,000,  
making with non-recurrent  
capital expenditure in the Middle  
East, a total expenditure, for that  
area of £28,500,000.

## STRENGTH OF REGULAR ARMY.

The period of transition in the  
conversion of the Army from a  
compulsory to a voluntary basis  
had been successfully bridged.  
We had at this moment in the  
Regular Army 17,000 officers and  
206,000 other ranks, but on 31st  
March 16,000 men or other ranks  
were due for discharge, so that  
we would start the new financial  
year with 201,000 officers and  
other ranks.

The Estimates provided for an  
average throughout the year of  
192,500, which by March 31, 1922,  
would be reduced to 186,000. But  
at that date there would be 16,000  
more due for discharge, so that  
the numbers on 1st April 1922  
would be 170,000. This repre-  
sented a reduction of 53,000 in a  
little over a year.

FOUR CAVALRY REGIMENTS  
LESS.

In order to provide even for  
these numbers it had been  
necessary to make some serious  
sacrifices. There were about 7,000  
officers employed in excess of  
pre-war strength. It had been  
decided to disband four  
cavalry regiments—

“Why?” because they could  
be spared more easily than any  
other arm of the Service.  
It was the most expensive arm  
in the Service, and the disband-  
ment of the four regiments would  
mean a saving of £400,000 a year.  
They had selected for disband-  
ment the four junior regiments,  
the 5th Lancers, the 19th  
Hussars, the 20th Lancers, and  
the 21st Lancers.

The average Army strength of  
192,500 left little or no margin,  
having regard to our commit-  
ments. Our ultimate aim was to  
recruit an expeditionary force of  
six divisions. The number now  
provided might give one or two  
divisions but the six divisions  
could not be completed unless  
and until the reserve was brought  
up to at least 140,000 men.

There were at present 62,000  
men in the Army Reserve, and  
he was proposing to increase that  
number this year to 80,000. Nor  
could these six divisions be  
maintained in the field unless the  
new Militia was recruited to a  
considerable extent.

Dealing with the Territorials  
and the Yeomanry, Sir L.  
Worthington Evans said the  
estimate asked for a sum of  
£5,200,000 for these forces, and  
would make provision for them  
reaching a strength of 210,000  
officers and other ranks before  
the end of the year. For the 14 divi-  
sions required they had already  
obtained over 100,000, so that they  
had arrived at the half way mark.

## IMPROVED TANKS.

He was asking for £500,000 for  
the provision of improved forms

of tanks. Their aim was to  
develop the light tank to co-  
operate with the infantry and  
fast-moving powerful tanks,  
which would be more effective  
than cavalry.

Experiments were being made  
in cooling devices to enable tanks  
to be used in tropical countries.  
Attached to the Tank Corps were  
armoured companies, of which  
there were 12 at present, and two  
others were in course of formation.

Mechanical means of fighting  
must be developed to its fullest  
extent, and in the course of the  
year an experimental brigade  
would be assembled at Aldershot  
to try to discover the best method  
of the employment of tanks,  
armoured cars, infantry, and  
aeroplanes in conjunction with  
each other.

Provision was made for officers  
over 30 and soldiers over 26  
obtaining a marriage allowance,  
and the Vote included £170,000  
for building married quarters and  
bringing old premises up to date.

## IRELAND'S GARRISON.

There were in Ireland 51  
battalions of Infantry, 7 cavalry  
regiments, 32 batteries of artillery,  
4 R.E. field companies, and 3  
signal units. They were carrying  
out a duty which of all others  
was not distasteful to soldiers.  
He was afraid that there could  
be no economy in that direction  
until the cause of the trouble was  
removed.

They might hope for a  
more settled state of things in  
Turkey and a reduction in troops.  
A substantial reduction in the  
troops in Egypt had been ordered.  
GENERALS' WANT OF FAITH IN  
TANKS.

General Sir C. Townshend, dealing  
with the use of the tank in  
modern warfare, said a few days  
ago he was discussing this ques-  
tion in Paris with Generals  
Mangin, Gouraud, and Castelnau.  
They came to the conclusion  
that the day of the tank was past,  
and that the Germans by the end  
of the war had found its antidote  
by spreading mines in the way of  
its advance.

The Speaker left the chair, and  
the House went into Committee  
on a Vote on account of  
£43,000,000 for Army services.

Sir A. Williamson, replying to  
some points in the debate, said  
the War Office welcomed the in-  
terest which the House had taken  
in the Territorial Army, and the  
criticisms made had not been lost  
sight of.

The closure was moved and  
agreed to. The Committee then  
divided on Sir D. Maclean's  
amendment for reduction. The  
amendment was defeated by 168  
to 75 and the Vote was agreed to.

## TO KEEP PEARLS "ALIVE."

How Their Lustre Can Be  
Retained.

A Court at San Francisco  
recently issued an order directing  
a woman to wear for 30 days each  
year a 10,000 dollar necklace of a  
deceased relative in order to keep  
the pearls "alive" by bodily con-  
tact.

Since the death of the relative  
the pearls had not been worn,  
and the Court was told  
that, as a result they had lost  
much of their lustre. The order  
to wear them 30 days a year  
followed that assertion.

According to Julius Wodiska,  
of San Francisco, however, the  
idea that the warmth of the  
human body will prevent pearls  
from losing their natural bril-  
liancy, or "dying," is altogether  
wrong. On the other hand, he  
asserted if the wearer perspires  
at all freely, or if the perspiration  
contains an excess of acidity the  
pearls are attacked, to their  
obvious detriment, just as readily  
as the gold jewellery which, un-  
der similar conditions, discolours  
the skin with greenish marks.

"I know of no article of femin-  
ine adornment more beautiful

## LIMERICK MURDERERS.

Sir J. Simons' "Partisan  
Speech."

In the course of an answer to  
several questions by Mr. T. P.  
O'Connor in the House of Com-  
mons last month Sir Hamar  
Greenwood said the military  
inquiry into the circumstances of  
the Limerick murders had been  
in public.

The relatives of the deceased  
had been invited to attend and  
give evidence. Their refusal to  
attend was regretted by none  
more than by the local police and  
military authorities.

As was informed, the six sen-  
tences of death were duly execut-  
ed at Mountjoy Prison that  
morning. The total number of  
lives lost through acts of violence  
during the past week, so far as  
he knew, was 33—seven police  
and 26 civilians.

Colonel John Ward asked the  
Chief Secretary if his attention  
had been called to a statement by  
Sir John Simon at the National  
Liberal Club that he had seen de-  
clarations which left him with no  
doubt that the murders at  
Limerick were committed by un-  
informed servants of the Crown.  
(Cries of "Shame.") In the  
circumstances, would he ask Sir  
John Simon to submit those  
papers?

Sir H. Greenwood replied that  
he had read the statements with  
amazement and so had the colonel  
commandant in charge of his  
Majesty's troops in that martial  
law area. He had not taken any  
action.

He should have thought that it  
would have been more becoming  
for an ex-law officer of the Crown  
to have assisted the Government  
—(Cheers)—in every way in his  
power to find the murderers of  
those people in Limerick rather  
than make a partisan speech on  
information which he did not  
disclose.

He had no power, he said, to  
compel an ex-law officer of the  
Crown to assist him in the Gov-  
ernment of Ireland.

Mr. Bottomley—Is it not a fact  
that anyone who has evidence of  
murder having been committed  
and does not disclose that evi-  
dence is guilty in law as an  
accessory after the fact. (Hear,  
hear.)

No answer was returned.  
Mr. T. P. O'Connor asked if  
four of the young men executed  
in Ireland that morning were  
convicted on a charge of taking  
part in an ambush and whether  
any person in the ambushade  
was killed or wounded.

Sir H. Greenwood replied that  
one of the attackers was wound-  
ed and subsequently died. None  
of the forces of the Crown suffer-  
ed casualties.

than pearls or pearl necklaces,"  
Mr. Wodiska went on, "and if  
proper care of them is taken they  
will retain their lustre and value  
indefinitely. To begin with, they  
should be kept in as even a tem-  
perature as possible, for they  
expand and contract on ex-  
posure to heat and cold. If  
they are brought in  
contact with hot damp  
or gaseous atmospheres they will  
absorb the impurities, and the  
brilliance of the outer skin will  
deteriorate. Therefore, when  
pearls are not in use, care should  
be taken to store them in places  
where the atmosphere is as even  
and pure as possible.

There are three kinds of  
pearls," Mr. Wodiska continued,  
"the genuine, the artificial, and  
the imitation. The genuine, of  
course, can never be reproduced  
by man. There are some very fine  
imitations made, however, by the  
average layman, cannot which be  
distinguished from the genuine.  
Experts accustomed to the hand-  
ling of real pearls of course,  
know the imitations for what they  
are almost at first sight."

## TRADE WITH RUSSIA.

Chief Points of the New  
Agreement.

Mr. Lloyd George announced  
in the House of Commons last  
month that the Anglo-Russian  
Trade Agreement had been signed  
by Sir Robert Horne, President of  
the Board of Trade, on behalf of  
the British Government, and by  
M. Krassin, on behalf of the So-  
viet Government.

The agreement provides that  
each party refrains from hostile  
action or undertakings against  
the other, and from conducting  
outside of its own borders any  
official propaganda, direct or  
indirect, against the institutions  
of the British Empire or  
the Russian Socialist Federal  
Soviet Republic respectively  
and more particularly that the  
Russian Soviet Government re-  
frains from any attempt, by  
military or diplomatic or any  
other form of action or propa-  
ganda, to encourage any of the  
peoples of Asia in any form of  
hostile action against British  
interests or the British Empire,  
especially in India and in the  
Independent State of Afghanistan.

By the British Government a  
similar particular undertaking is  
given to the Soviet Government  
in respect of the countries which  
formed part of the former Russian  
Empire and have now become  
independent.

## RELEASE OF NATIONALS.

All British subjects in Russia  
are immediately permitted to  
return home, and all Russian  
citizens in Great Britain or other  
parts of the British Empire who  
desire to return to Russia are  
similarly released.

Both parties agree not to  
impose or maintain any form of  
blockade against each other, and  
to remove all obstacles hitherto  
placed in the way of the resump-  
tion of trade between the United  
Kingdom and Russia and  
not to exercise any discrimi-  
nation against such trade,  
compared with that carried on  
with any other foreign  
country, or to place any imped-  
iments in the way of banking,  
credit and financial operations  
for the purpose of such trade,  
but subject always to legislation  
generally applicable in the  
respective countries.

Nothing in this article shall  
prevent either party from regulat-  
ing the trade in arms and ammu-  
nition under general provisions  
of law which are applicable  
to the imports of arms and am-  
munition from, or their export to,  
foreign countries.

The British Government under-  
takes not to prevent Russian  
ships from exercising the rights  
of the seas.

British and Russian ships are  
to receive the same treatment in  
each other's ports as are accorded  
by the established practice of  
nations.

Russia agrees to clear the  
mines from the sea passage to  
Russian ports.

## NO SEIZURE OF FUNDS.

The British Government de-  
clares that it will not initiate any  
steps with a view to attach or to  
take possession of any gold, funds,  
securities, or commodities not  
being articles identifiable as the  
property of the British Govern-  
ment which may be exported from  
Russia in payment for imports, or  
as securities for such payment, or  
of any movable or immovable  
property which may be acquired  
by the Russian Soviet Govern-  
ment within the United Kingdom.

On the side of the Soviet  
Government an undertaking is  
given to make no claim to dispose  
in any way of the funds or other  
property of the late Imperial and  
Provisional Russian Governments  
within the United Kingdom. The  
British Government gives a  
corresponding undertaking as  
regards British Government  
funds and property in Russia.

The Agreement is to come into  
force immediately, and may be  
terminated after the expiration of  
12 months on six months' notice  
by either party.

"PENDING A PEACE TREATY."  
The agreement is entitled a  
"Trade Agreement Between his  
Britannic Majesty's Government  
and the Government of the  
Russian Socialist Federal Soviet  
Republic." The preamble makes  
it clear that—

It is desirable, in the interests  
both of Russia and the United  
Kingdom, that peaceful trade  
and commerce should be resumed  
forthwith, and that it is  
necessary, pending the conclusion  
of a formal general Peace Treaty  
between the Governments of  
these countries by which their  
economic and political relations  
shall be regulated in the future,  
that a preliminary agreement  
should be arrived at.

In a "Declaration of Recogni-  
tion of Claims," which is attached  
to the agreement, both parties  
declare that, pending a formal  
Peace Treaty—the Russian Soviet  
Government recognises in prin-  
ciple that it is liable to pay com-  
pensation to private persons, to  
Russia for which they have not  
been paid.

The British Government makes  
a corresponding declaration; but  
it is not implied that the claims  
referred to will have preferential  
treatment in the Peace Treaty  
compared with any other classes  
of claims to be dealt with in that  
Treaty.

## SUGGESTED LIMITED COMPANY.

In commercial circles it is  
stated that the first necessity on  
our side is to send agents and  
travellers to Russia to see what  
articles we can get there. We,  
of course, have many things,  
like agricultural implements and  
railway material, which the  
Russians need. Probably it  
would be wise to start a limited  
company in this country for  
trading.

TRADE CANNOT START YET,  
SAYS M. KRASSIN.

"Although the agreement is  
signed," said M. Krassin business  
cannot be started to-morrow,  
for there is one big obstacle—the  
question of ownership of Russian  
gold or goods coming into this  
country.

"Possibly such goods or gold  
will be the subject of actions in  
the Law Courts, and while there  
is any danger of them being seized  
on arrival here trade cannot be  
opened up.

"We must first settle the ques-  
tion of ownership. Arrangements  
are being made to bring a test  
case before the Courts as speedily  
as possible. If the verdict is for  
Soviet, trade can be opened up  
immediately; if it is against us  
the agreement will be useless  
unless the British Government  
step in and obtains a revision of  
the decision."

## CANTON NEWS.

PRINCESS CHRISTOPHER ILL.  
Princess Christopher of Greece,  
formerly Mrs. Leeds, is seriously  
ill, states an Athens report.

A JAPANESE LABOUR  
DEMONSTRATION.

The Confederation of Labour  
Unions held a conference at the  
Headquarters of the Yuaikai, the  
biggest Labour Body in Japan,  
at which it was decided to  
observe an imposing Labour  
Festival on 1st May at Hibiya  
Park or Ueno Park. On the  
day, it is expected that 100,000  
people representing 13 labour  
unions, will attend the Festival.  
The first and foremost of their  
claims is said to be the abrogation  
of the old wage system and the  
adoption of a profit-sharing  
system. Furthermore, a mani-  
festo is to be despatched to all  
the labour organisations through-  
out the country with the object of  
prevailing upon them to observe  
the Labour Festival on 1st May.

## DOINGS OF THE DUFFS

Tom Didn't Have a Chance To Explain

BY ALLMAN





## NOTICE.

# VICTOR RECORDS

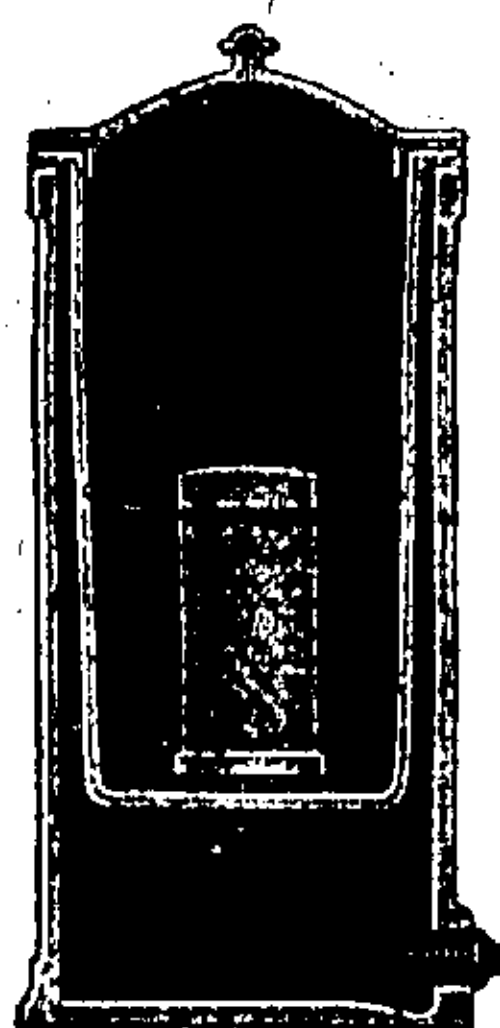
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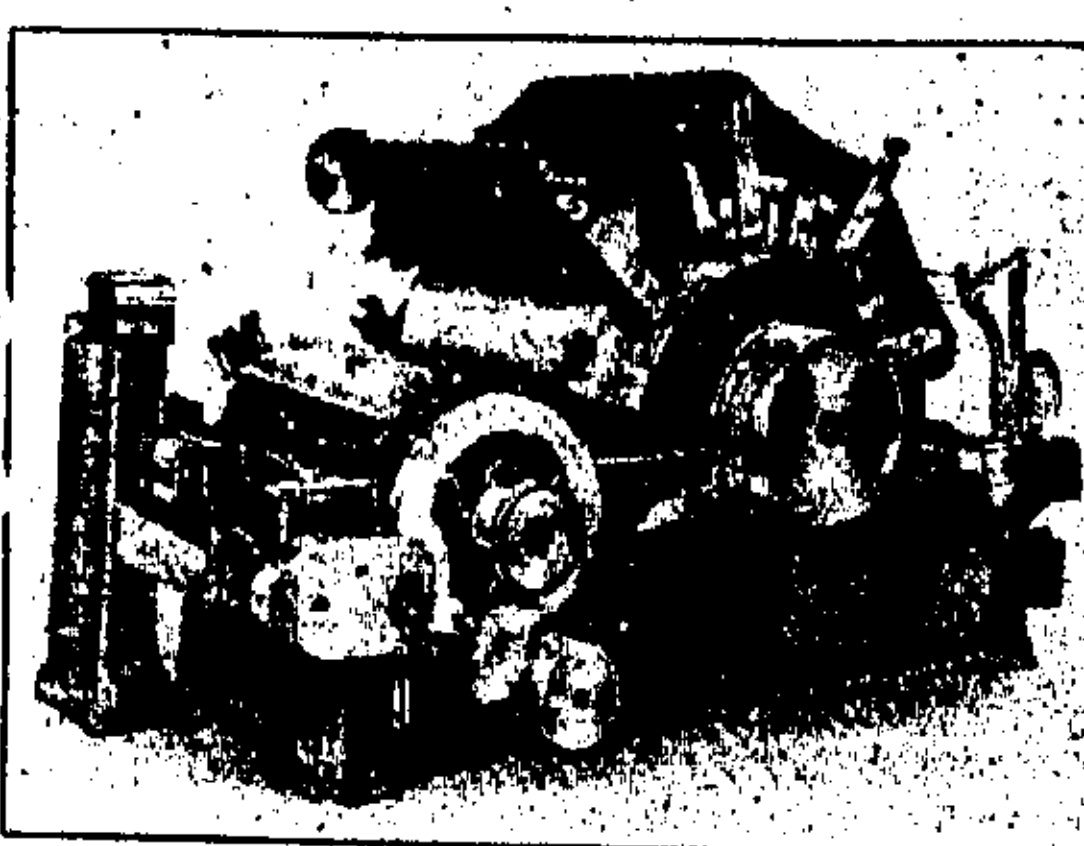
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"ROSLING"  
YARN TRADE.



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## GOLF HANDICAPS.

### Pseudo Scratch Man Doomed.

The Royal and Ancient Club have at last taken the initial step towards putting all golf handicaps on a uniform basis, says a writer in the *London Observer*. It is realised that no cut-and-dried system can be satisfactory unless a player is in possession of two handicaps—a club and a national one. The man who plays much on one course is in a favourable position to win competitions and pocket all the sweepstakes, and in order to give the other members of the club some sort of chance the Committee is compelled periodically to review his handicap, and, of course, to reduce it. As a direct consequence the old evil is perpetrating: players attain to a position which they cannot possibly support when they travel outside their immediate club circle. They live constantly in an atmosphere of ground, and when they visit other and better courses they are immediately discovered. The process is both humiliating and painful. It very often happens that these "fraudulent" golfers are quite blameless in the matter; an unmerited handicap has been forced upon them because of the low standard of play at their one and only club. How often has one heard the apology, "Oh, I am supposed to be scratch, but really my handicap is about four?" In the large majority of cases this is a perfectly true estimate of one's golfing ability, but absolutely worthless for the object of obtaining sympathetic treatment. The other fellow accepts you at your face value, and you must do the best you can to live up to your paper reputation.

No system of uniform handicapping can possibly be of any value that does not remove such an absurd anomaly. The St. Andrews authority has not failed to recognise it, and it is suggested that the difficulty can be met by a player, who so wishes, being given a national handicap in addition to his club allowance. For instance, it may very well be that you are rated at five at the club at which you are a member and ten on the national basis. You become therefore, a sort of Jekyll and Hyde. Presumably, a national handicap would be allotted on the basis of returns made at three or more courses of a championship standard. This would be a severe enough test in all conscience, and I can well imagine that only a few enthusiasts would care to undertake it. The great mass of players are concerned only with their club handicap, which, in most cases, is a sufficiently trying business for one golfing life.

### A STUPENDOUS TASK.

So much for one aspect of the subject. Now we come to the larger issue—the fixing of a uniform standard for all handicaps. Truly, it is a stupendous task and one that is beset with enormous difficulties. As an ideal it is magnificent, but

can it be attained? So much depends upon local conditions, and at first sight it would appear that as you cannot standardise golf course architecture you cannot standardise handicaps. But in view of the hopeless confusion to which handicapping has been reduced the thing is well worth trying. Nothing could be more ridiculous than the present haphazard method of dealing with the disclosed and undisclosed form of players. A man wins a couple of medals rather easily, and without making a critical examination of his card and ascertaining whether he took thirty putts or thirty-six in the course of the round, down goes his handicap two strokes. Another man who studiously avoids competitions, but annexes all the half-crowns that unsuspecting opponents may strew in his path, goes, about his unlawful business without the committee ever giving a thought to him. If the matter is brought to its notice the inevitable reply is, "We have no official knowledge of the form of the particular gentleman in question because he never bothers about medals or competitive events." What it comes to is this: Either he is a better golfer than his allowance of strokes suggests, or that others are masquerading out of sheer vanity under too low a handicap. Generally the latter is the case, and that being so they thoroughly deserve to lose their money. By no system of uniform handicapping would it be possible to deal adequately with the man who declines for obvious reasons to disclose his real game. He would take every care that when the time came for the allotment of handicaps under a new system his chances of inducing older people to contribute largely towards the expenses of his golf would not be prejudiced.

The maintenance of sympathetic handicaps has contributed a great measure to the present farcical condition of things. The Royal and Ancient in its proposals recommends that "all sympathetic handicapping should be discontinued." By this is meant "the custom of leaving a player at his old handicap, although his play has ceased to justify it, rather than hurt his feelings. This, though a natural thing to do, makes any reliable system impossible." The plain truth is that there are hundreds of plus, scratch, and low handicap men who have no right to their title, and no one knows it better than themselves. But a false sense of pride prevents them coming courageously into the open and saying, "I am no longer playing to my handicap; you must put me up a couple of strokes." For fear of perpetrating an offence, or setting an hornet's nest round their ears, club committees are chary of interfering, so they connive at these men, posing as something they undoubtedly are not. It very often is the case that many of these so-called plus and scratch men are themselves members of the committee, and in this way are doubly safeguard-

## £10,000 PAID IN ERROR FOR £100.

### Costly Omission of a Decimal Dot.

A mistake in the decoding of a cypher message, said to have been caused by the omission of a decimal point, through which the Foreign Office paid out £10,000 instead of £100, gave rise to an action in the King's Bench Division.

In July 1919 the Acting British Consul at Murmansk telegraphed in cypher to the Foreign Office asking that a credit of 400,000 roubles should be paid to the credit of Lieut.-Colonel Alex. Borissov, of Cromwell-road, Kensington, who represented the Russian Government at Vickers's Sheffield. £10,000 was accordingly paid into Colonel Borissov's bank, but when the documents arrived it was found that the sum should have been 4,000 roubles, equal at the rate of exchange to £100. Defendant was written to, and he explained that he had invested £5,000 in a business and could not repay it, but he repaid £4,000 and the Attorney-General now sued to recover £5,900 overpaid.

### GIFT FROM RELATIVE.

Mr. Justice Bray: What was the money to be paid for?

Mr. Henriques, K.C., for the defendant, said the colonel had written to his relations in Russia to send him all the money they could, and the credit was the result of this appeal.

Mr. Leslie Sherwood said the cypher was destroyed, as were all cypher messages after translation. It was not known whether the mistake occurred at the cypher branch of the Foreign Office or in connection with the message sent by the cable company.

His lordship said defendant must have known there was some mistake, and gave judgment for the Attorney-General, with costs.

ed. Competitions no longer intrigue them, and as these men generally play together no actual harm is done. But the indulgent disregard of loss of form naturally gets handicap on much too low a basis, and chaos results. The present situation is not without irony, because the expressed determination to get rid of sympathetic handicapping would most seriously affect the members of the Championship Committee who have proposed the scheme. Take, for example, the men who comprised the Southern section—Messrs. Bernard Darwin, Harold Hilton, Angus Hambro, M.P., H. Fisher Smith, Herbert Fowler, and John Low. Very few, if any, would be able to return their plus three handicaps; not perhaps that they would mind a certain loss of dignity.

### RAISING OF HANDICAPS.

St. Andrews proposes to establish uniformity by (1) a scratch score for all courses to be fixed by the Championship Committee, and (2) the handicaps of all players to be arrived at from this scratch score. The scratch score will be founded on the par of the course, and in determining it the official representative of the R. and A. won reply to a considerable extent the advice of the local players. Apparently, the scratch race will be something midway between the present "bogey" and the par. "Bogey" is often very generous in its conception of the number of strokes you should accomplish each hole. On the other hand, par is the lowest figure which any first-class golfer playing at his very best can reasonably hope to get round in. Taking 78 as the average "bogey" would probably work out at 74. This would mean that all handicaps would automatically be raised four strokes. In fact, where handicaps are already false and also where a measure of sympathy has been extended, it will be found necessary to add as many as eight strokes in order to put everybody more or less on an equality. Whether golf clubs, as a whole, would agree to drastic a revision of the "bogey" of their courses, and also to the raising of handicaps on so grand a scale, is a matter of grave doubt. Personally, I am inclined to think that they would consider it as an undue interference with their domestic arrangements. Golf clubs are notoriously independent institutions, and while they give allegiance to St. Andrews in matters of rules and laws they will resent wholeheartedly any attempt at dictation in the matter of handicapping their members.

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| 34 x 4    | Sioux (S.S.)                | 90.00   | 15.50  |
| 34 x 4    | Dunlop (S.S.)               | 95.00   | 16.00  |
| 35 x 4    | Dunlop (Clincher)           | 100.00  | 16.00  |
| 35 x 4    | U.S. Chain (S.S.)           | 130.00  | 20.00  |
| 37 x 5    | Dunlop (Clincher or S.S.)   | 75.00   | 14.00  |
| 815 x 105 | Sioux (Clincher)            | 105.00  | 17.50  |
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### LAST SATURDAY'S REGATTA.

#### The Rowing Events.

The following notes on the rowing events at the regatta on Saturday last are contributed by a well-known Hongkong oarsman:

It was unfortunate that the Canton Rowing Club could not compete in the Royal Hongkong Yacht Club Regatta held on Saturday, the 23rd instant. This was due to sickness amongst several members of their Junior and Senior Crews and they were obliged to withdraw all their entries. The Canton Rowing Club have been very unfortunate both last year and this owing to sickness which probably accounts for their lack of success at both of their own Regattas. Arrangements had been made to give the visitors a hearty welcome in return for their hospitality to the Hongkong oarsmen at the Canton Regatta on the 23rd April, and it was with deep regret that our local oarsmen were unable to compete with them at this last Regatta of the season.

#### JUNIOR FOURS.

The first event on the programme was the Junior Fours, which was won by the V.R.C. by half a length. This was a neck and neck race from start to finish, and the result might have been different if the Stroke of the Royals boat had not caught a "crab" when nearing the Electric Light Works. The names of the winning crew are as follows:—C.H. Blake (bow), G. Tiran (2), J. Berenson (3), G. May (Stroke), A. H. Carroll (cox). This crew deserve every credit for their victory which is their third Inter-Club win this season. The V. R. C. seem to make a speciality of training their junior crews and a lot of credit is due to their energetic Secretary, Mr. Wicheil, for his great personal interest taken in their training.

#### ROYALS SENIOR

##### FOUR PERFORM HAT TRICK.

The second and principal event of the Regatta was the Senior Inter-Club Fours, which was won easily by the Royals' crew by over 5 lengths. Both crews obtained a good start and were rowing level to the 1/4-mile post. The Royals then spurred and got a lead of a length which they had increased to three lengths when the 1/2-mile post was reached. A final spurt over the last quarter-mile increased the Royals' lead to 5 lengths which they easily maintained to the winning post. The names of the winning crew are as follows:—D. C. Logan (bow), V.G. Smyth (2), P. Havelock-Davies (3), J. S. McCann (stroke), H. F. Pettley (cox).

This is the third Inter-Club win for the Royals' Senior Four this season, they having won the Chatter Cup at the V. R. C. Regatta, the Cameron Cup at the Canton Regatta and the Stock Fishers' Cup at their own Regatta—a very creditable performance considering that they have done very little training together.

#### OTHER EVENTS.

The third event was the mixed wherry race, in which only two ladies' crews entered, composed

as follows:—Miss Ramsay (bow), Mr. J. S. McCann (stroke), Mrs. Raiton (cox); Miss Smith (bow), Mr. Lamplugh (stroke), Mrs. Lamplugh (cox). This race was a very close one and both crews were level to the Electric Light Works. Mrs. Raiton's crew, however, were victorious, winning by one length. The ladies in both crews worked very hard, particularly Miss Ramsay, who appeared to be rowing at double the pace of the stroke. The winners were accorded a lot of applause on returning to the boat-house.

The fourth event was won easily by the V. R. C. junior pair, composed of G. Tiran (bow), J. Berenson (Stroke) and R. Wicheil (cox). This crew have now two Inter-Club events to their credit this season. Both men are very sturdy and strong, and what they lack in polish is made up by their stamina. A lot should be heard of Mr. Berenson in the rowing world as soon as he learns how to use his great strength in a boat. It was unfortunate that the 2nd Royal's junior crew did not compete in this race, as they would have given the V. R. C. a very hard race. Mr. Lamplugh was unable to get back in time from the ladies' race and consequently was not able to enter with his partner, Capt. Noel.

The fifth event, for the Senior Pair Oars, turned out to be a very exciting race and was won by the V.R.C. pair by half length. Mr. Cann and Smyth started favourites, as they had never previously been beaten, having won the pair oar event at the V. R. C. and Canton Regattas this year and at Canton and their own Regattas last year. Both crews got a good start and rowed a neck race to the winning post. It is hard to say if either crew were leading throughout the race until the finish. The names of the winning crew are as follows:—S. Berg (bow), H. Dreyer (Stroke), and G.R. Razavet (cox). Messrs. Dreyer and Berg are to be congratulated on their win as this is their first victory this season in the Inter-Club events.

The last event, in which three crews took part, was the Scratch Fours, the boats being steered by ladies; this was won by Mr. Carroll's crew. Unfortunately, Mr. McCann's crew, when rounding the bend at the Electric Light Works, were fouled by the centre crew and were obliged to stop rowing to prevent their boat being driven into the sea wall.

The Single Sculls race was unfortunately scratched owing to the programme being late.

#### KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible. Kryptok lenses of any prescription are either regular or Toric form are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their speciality.

### "ROMEO AND JULIET" AT THE THEATRE ROYAL.

Miss Jeannette Sherwin's Success.

"Shakespeare's immortal tragedy". In this brief phrase the heading on the programme of last night's performance at the Theatre Royal aptly describes the story of Romeo and Juliet. The bard's genius is demonstrated in the perennial appeal of this ill-starred love, which retains its native freshness in the midst of daily changing modes.

Reared on the canons of the Benson school—the Oxford of the drama—the Waring Company proved themselves to be adepts in the arts of elocution and de-amation. These are eminent qualities, but the rendering was marked by more than a little correctness. That gift of a versatile actress Miss Jeannette Sherwin brought to life the devoted but hapless Mantuan maid of the days when deadly strife divided the great houses of Italy. One could not help well ask for a better picture of the balcony scene than Miss Sherwin gave us. Mr. H.B. Waring as the ardent wooer harassed by malign fate presented an admirable Romeo. Mr. Charles Quartermaine was a distinct success as the jovial Mercutio jesting even over his end, while Mr. James Jolley, despite incongruity in nomenclature, was duly austere as Tybalt. Mr. Hamilton Edwards as the Count de Paris, Mr. Wardley Hulse as Capulet, Mr. Fredrick Annerley as the Friar and Mr. Christian Morrow in the dual role of the Capulet retainers and the apothecary were all imbued with the spirit of their parts, as were the Misses Alys Rees and Edith Smith as Lady Capulet and the nurse. The whole of the large cast merited the ovation which marked the closing scene; and mention should not be omitted of the admirable stage-effects.

#### FAREWELL PERFORMANCE TO-NIGHT.

To-night the Company will conclude its stay in the Colony with "Ann," and playgoers should certainly avail themselves of the remaining opportunity of witnessing the Waring players.

We shall miss this accomplished company the excellence of whose versatile performances, which have reached an unusually high standard, has won the heartiest approval of Hongkong theatre-goers; and we confidently hope that a full house will be present to-night to give the Company the hearty send-off it has so well merited.

#### PASSENGERS DEPARTED.

Per s.s. DEVANHA.—Mr. W. O. Hamilton, Mr. R. Barry, Mr. H. Lodge, Mr. S. H. Joyner, Mr. J. A. Milner, Mr. W. Verhaul, Mr. E. Arkle, Mr. A. Culling, Mr. R. Coombs, Mr. G. Taylor, Mr. P. Panteney, Mr. J. Magri, Mr. J. Attard, Mr. Mo Intyre, Mr. H. Smith, Miss Tilling, Mrs. Cornaby, Mr. Baker, Mr. Keith, Mr. Johnston, Mrs. Johnston, Miss J. D. Johnston, Mrs. Hamilton, Master R. Hamilton, Miss M. Hamilton, Mr. & Mrs. Ford, Capt. Dathan, General & Mrs. H. G. Young, Col. & Mrs. Young, Miss Young, Mrs. Bower, Pay Lt. Thompson, Mr. Eastbrook, Mr. F. M. Reid, Sqn. Lt. Com. Preston, Rev. Pim, Pay Lt. Com. G. L. Simmons, Lt. R. H. D. Lane, Lt. Hunt, Lt. Dickson, Lt. D. K. Bain, Lt. F. W. Jeans, Lt. Woodhall, Mr. Liddell, Mr. W. Howell, Mr. Gow, Capt. Hansig, Mrs. Hansig, Mr. & Mrs. Vidal, Commander F. W. Bennett, Mrs. Rapson, Master Rapson, Mr. & Mrs. A. R. Lowe, Miss K. Lowe, Miss H. M. Macleod, Miss E. M. Lowe, Mr. & Mrs. Wheeler, Mrs. Britton, Surgeon Com. Holl, Com. McCowan, Col. Weller, Pay Com Spriggs, Eng. Com. Archard, Capt. & Mrs. Arthur, Miss D. Arthur, Miss B. Arthur, Mr. W. Jones, Mr. W. J. Hayward, Mr. T. H. Gamble, Mr. T. Edwards, Mr. F. Pron, Mr. B. Le Bosquet, Mr. F. Taylor, Mr. J. Skerring, Mr. Airey, Mr. L. J. Frances, Mr. W. T. Abbott, Mr. A. A. Dawes, Mr. J. H. Switzer, Mr. J. Taylor, Mr. W. Bryce, Mr. J. Leach, Mr. C. S. Morris, Mr. F. Cringle, Mr. C. J. Smith, Mr. J. Hallen, Mr. R. Kershaw, Mr. C. W. Aldis, Mr. H. Inghold, Mr. S. Griston, Mr. C. T. Jones, Mr. W. S. Horlock, Mr. A. C. Grant, Mr. F. E. Langston, Mr. W. H. Tidwell, Mr. T. Walton, Mr. E. C. Price, Mr. F. Robins, Mr. C. T. King, Mr. F. Hardstone, Mr. R. Weir, Mr. A. Nash, Mr. A. Bassett, Mr. Harton, Mr. Sterling, Mr. J. F. Hainan, Mr. J. A.

### THE FORGERY CASE.

Mr. Justice H. H. J. Gompertz was again engaged this morning in the hearing of the charge of uttering a forged receipt against Shan Lai Sing, a partner in the the Kowloon Stores.

The defendant, in the witness box, stated, in reply to Mr. Jenkin, that he met Mr. Van Gennep for the first time in the middle of July last year. Early in August, it was arranged with Mr. Van Gennep to supply the Kowloon Stores with goods on three per cent. commission and that there should be monthly settlements. With reference to

liquors and other stores there was a request to extend the business of the Holland-Pacific Co. Defendant was for over \$200. He came back and reported the matter. Mr. Van Gennep said he was pleased with what was done. Mr. Van Gennep said that everyone from a shroff to a commodore, had to put up a deposit and if defendant put up a deposit of \$5,000 he would appoint him a salesman. He told defendant that a thousand cases of Martell's brandy were due to arrive shortly. He put through sales to the extent of \$2,158.12, which included the sale of brandy to Nam Hing Loong was handed over to the Holland Pacific Company by him. In respect of the amount, he paid to Mr. Van Gennep \$1,800. He received no commission with these amounts he was to act as a salesman on his own account. Under the arrangement he was to receive two per cent. He put up \$5,000 in bank notes and paid it on September 21st last in Mr. Van Gennep's office. Mr. Van Gennep put it in an ordinary large-size cash box. Those transactions that he put through on a two per cent. commission basis were not included in the Kowloon Stores accounts.

Mr. Van Gennep gave him a receipt but no blank contract form. On 26th February, he gave instructions to Mr. Crew to demand a settlement of accounts and to institute civil proceedings in case the money was not paid. Defendant was arrested on March 2nd.

Cross-examined by Mr. Dyer Ball, defendant said that he told his solicitors that interest on the \$5,000 was to be calculated at the Bank rate. There was no mention of interest on the deposit receipt, but it was arranged verbally.

#### WITHOUT PREJUDICE.

Heard in Bow County Court—I may be a liar, but I am doing my best now.

Policeman at the Thames Court—I saw defendant playing a game called football.

Police inspector at Willesden—His trouble is that he has too much money. Magistrate—We can remedy that. He must pay 10s. and costs.

Write at Willesden—My husband uses terrible language. Magistrate—Things might be worse. Wife—That is true, sir, but he is so lazy with it, or I would not mind.

Solicitor at Lambeth—It has been said of "poker" that the main elements of success in the game are good luck, good cards, plenty of cheek, and good temper. Loquacious woman at Willesden—Of course, I cannot talk as well as I could before I lost my teeth. I have not told you about that, have I? Magistrate—No, it is the one thing that you have omitted. Say it for another time.

Mr. Justice Roche was informed in the King's Bench Division that public houses still had to close at ten o'clock. The Judge—Do they still? Barrister—Yes, my opinion is that it is quite late enough.

"You are a general dealer; I have seen you with a barrow," was the remark made at Bow Street during the cross-examination of a debtor. "You might see me with a glass of beer," was the retort, "but that doesn't make me a brewer."

Mulcahy, Mr. R. S. Ward, Mr. R. Pennington, Mr. F. W. Harper, Mr. H. Molinias, Mr. W. Foster, Mr. I. H. Bell, Mr. A. Kitchin, Mr. F. W. Lock, Mr. T. Harris, Mr. J. Wyne, Mr. W. T. Foale, Mr. G. Hammond, Mr. E. Myers, Mr. J. Featherston, Mr. L. A. Kerby, Mr. J. C. Leary, Mr. W. Leese, Mr. A. Dyke, Mr. W. Lander, Mr. J. Coward, Mr. Q. Lovergan, Mr. R. Howarth, Mr. French, Mr. Thatcher, Mr. Williams, Mr. J. W. Hudson, Mr. A. J. Saunders, Mr. E. J. Abbott, Mr. E. J. Miller, Mr. A. Harper, Mr. W. Osmond.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 28th April, 1921, commencing at 11 a.m. at Godowns 47 and 50 of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned) 80 Bales Gunnies (More or less damaged by fresh water)

Terms: Cash on delivery. LAMBERT BROS. Auctioneers.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

CHINA MAIL S.S. CO., LTD. From SAN FRANCISCO, HONOLULU, JAPAN PORTS & SHANGHAI.

The Steamship "CHINA"

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified to send in their Bills of Lading duly endorsed for counter-signature and take immediate delivery from alongside the steamer and/or the Hongkong & Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godown where all the cargo impeding discharge will be landed at consignee's risk. (Goods not cleared by Wednesday, May 5th 1921 will be subject to rent.)

All broken, chafed and damaged packages, are to be left in the Godowns where they will be examined on Wednesday, May 4th, 1921 at 10 a.m. No claims will be admitted after the goods have left the steamer and/or godown.

All claims must be presented within four weeks of the ship's arrival, otherwise they will not be recognised.

No Fire Insurance whatsoever will be effected.

C. T. SURRIDGE, Agent. Prince's Building, Ground Floor.

Hongkong, 28th April, 1920.

### ASK FOR

## NESTLE'S

## MALTED MILK

#### JAPANESE VIEW.

#### China and Extraterritoriality.

The question of the abrogation of extraterritoriality in China has frequently been made the subject of comment by the various newspapers in Tokyo, and there are not a few who are sympathetic towards China especially in view of the similar experience Japan went through in the past. Some go so far as to declare that they will do their utmost for the attainment of such an end. In this connection, taking advantage of the presence in Japan of Mr. Simpson, an Adviser to the Chinese Government, who is now on his way to Europe on a mission regarding the question, the Yomiuri dealt with the subject as follows:—

"Awakened China of to-day as a law governing country is in no way inferior to Russia or the Balkans or South America, and though extraterritoriality be withdrawn from her, it is inconceivable that in consequence of it the lives and property of foreigners resident there will be endangered. What Japan demanded of Europe and America in the past is just the thing China wants to-day. It behoves Japan to be prepared to side with China not only on behalf of the latter but also in the cause of justice and humanity of the world in general."

The paper further argues that in order to complete the true motive of the abolition of extraterritoriality, the concession system must be abrogated all over China.

### NEW ADVERTISEMENTS.

#### NOTICE.

I have this day established myself as a General Merchant and Commission Agent under the Firm Name of H. Stephens & Co. at 16/22 Queen's Road, Central.

HERBERT STEPHENS, (Sole Proprietor) Hongkong, 26th April, 1921.

#### PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 23rd April 1921, commencing at 10.30 a.m. at the premises of the China Mining & Smelting Co. Ltd., Lowu.

The Plant of the above mentioned Company Comprising all the Machinery, Tools, Spares, etc.

(To be put up in one Lot. Should the property be not disposed of in this manner, the plant will be sold piecemeal.)

Terms: Cash on delivery. N. B. Intending purchasers can travel by the train leaving Kowloon at 9.15 a.m. and can return by the train leaving Sun Chuen at 11.40 a.m.

Inspection orders may be had on application to the undersigned. LAMBERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 29th April, 1921, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Valuable Collection of Antique China and Curios from Sung to Ming Dynasties and Kanghi to Tchowkong Periods comprising:—Five coloured, three coloured, and blue & white vases, plates, jars, bowls, flower pots, etc. etc. Ivory carvings, jade and agate ornaments, bronzes, embroideries, lacquered-ware, etc. etc.

Also Four Green jade neck-laces. On view from Thursday the 28th inst. Catalogue will be issued. Terms: Cash on delivery. LAMBERT BROS., Auctioneers.

#### WANTED.

WANTED.—Flat or small house, unfurnished, from end of May, Kowloon or Hongkong, reply to Box No. 550 c/o "Hongkong Telegraph."

#### TO BE LET.

FOR RENT.—Modern 3 Roomed flat, best part of Kowloon long lease: Furniture for sale. Apply Box No. 551 c/o "Hongkong Telegraph."

TO LET.—From 1st May, 2 office rooms in central location. Furnished if desired. Apply Box No. 547 c/o "Hongkong Telegraph."

TO LET.—Detached 7 Roomed House Furnished. Spacious garden and Garage. Peace Avenue, Ho Mun Tin. Apply to A. Lopes, c/o The Bank Line Ltd., or 7 Liberty Avenue, Ho Mun Tin.

TO LET.—Flats in Tavri Building, Nathan Road, Kowloon. Apply to J. P. Vasunia, 38 Wyndham Street, 1st Floor.

#### FOR SALE.

SWEET PEAS.—For sale a few packets of seed saved from my own plants. Delivery now or at proper sowing season. A. Nicol, Quarry Bay.

#### NOTICE.

The 2/Wiltshire Regiment will hold their Regimental Sports on Thursday, April 28th at 1.30 p.m. at Sookompo. Major C. A. Law and The Officers will be at Home on the ground and will be very glad to see their friends, if they will kindly accept this notice as an invitation.

#### NOTICE.

We hereby beg to give notice that we have appointed Mr. Bernard Donald Crawford Morgan to be Manager of our Hongkong Branch (Imports and Exports) as from May 1st 1921.

#### CARTERS.

17, Queen's Road Central, Hongkong.

## THEATRE ROYAL

DIRECTION EASTERN TOURS, LTD.

## H. B. WARING CO.

SPECIAL NOTICE. THE MANAGEMENT REGRETFULLY ANNOUNCE

THE MATINEE OF "ROMEO AND JULIET" IS CANCELLED

TO-NIGHT at 9.15 p.m.

FAREWELL PERFORMANCE

THE DELIGHTFUL FARCE

"ANN."

Prices: \$4, \$2, \$1.

Booking at MOUTRIE'S

## THE UNITED MOTOR CO. LTD.

33 & 35 DES VOEUX ROAD.

DISTRIBUTORS OF "SHI LI" GASOLINE

AND

GARGOYLE MOBILEOILS.

Tyres and Accessories at reasonable prices.

All of the above could be obtained at either of the following branches:—

EXILE GARAGE 33 & 35 Des Voeux Road  
HONGKONG MOTOR CO. 141 Praya East  
KOWLOON GARAGE Corner of Salisbury and Canton Roads.

Cars, Cabs and Light Trucks repaired both in Hongkong and Kowloon under direct supervision of trained European Motor Engineers.

Excellent "Livery Service" both HONGKONG and KOWLOON at reasonable rates.



## NOTICE.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"PYRRHUS" 3rd May London, Amsterdam & Antwerp  
 "DEMODOCUS" 22nd May London, Amsterdam & Antwerp  
 "AGAPENOR" 31st May London, Amsterdam & Hamburg  
 "MACHAON" 14th June London, Rotterdam & Hamburg  
 "ANCHISES" 21st June London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ANTILIOCHUS" 3rd May, Genoa, M'Isles, L'pool & G'gow  
 "TYDEUS" 17th May, Havre, Liverpool & Glasgow  
 "EURYADES" 9th June Genoa, M'Isles, L'pool & G'gow  
 "BELLEROPHON" 24th June Genoa, M'Isles, L'pool & G'gow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 4th May } Victoria, Seattle & Vancouver  
 "TEUCER" 25th May }  
 "TALTHYBIUS" 15th June }

## NEW YORK SERVICE

(via Suez or Panama)

"KNIGHT COMPANION" 16th May, via Suez

## HOMEWARD PASSENGER SERVICE

"PYRRHUS" 3rd May for London  
 "ANCHISES" 21st June for London  
 "MENTOR" 12th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.W. S. BAILEY  
& CO., LTD.,ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to  
50 B.H.P. now in stock  
also spare parts.

Works ... Tel. K.21.  
 Manager ... K.633.  
 Secretary ... K.369.  
 Harbour Engineers, K.604 &  
 K.622.  
 Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.The Steamship  
"BENALDER"

Consignees of Cargo are hereby  
 informed that all Goods are being  
 landed at their risk into the  
 hazardous and/or extra hazardous  
 Godowns of the Hongkong and  
 Kowloon Wharf and Godown Co.,  
 Ltd., whence and/or from the  
 wharves delivery may be  
 obtained.

No Claims will be admitted  
 after the Goods have left the Go-  
 downs, and all Goods remaining  
 undelivered after the 30th inst.  
 will be subject to rent.

All claims against the steamer  
 must be presented to the Under-  
 signed on or before the 7th  
 May, or they will not be  
 recognised.

All broken, chafed and dam-  
 aged Goods are to be left in the  
 Godowns, where they will be  
 examined on the 30th inst. at  
 10 a.m.

No Fire Insurance has been  
 effected.  
 Bills of Lading will be counter-  
 signed by

GIBB, LIVINGSTON  
& CO. LTD.Agents.  
Hongkong, 23rd April, 1921.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.  
THE Company's Steamship

"AWA MARU,"

having arrived from the above  
 ports. Consignees of Cargo are  
 hereby informed that their Goods  
 are being landed and placed at  
 their risk in the Hongkong &  
 Kowloon Wharf and Godown Com-  
 pany's Godowns at Kowloon,  
 where each consignment will be  
 sorted out mark by mark and de-  
 livery can be obtained as soon as  
 the Goods are landed.

Optional Goods will be carried  
 on unless instructions are given  
 to the contrary before Noon, To-  
 day.

Goods not cleared by the 1st  
 May, 1921, will be subject to  
 rent.

Damaged packages must be left  
 in the Godowns for examination  
 by the Consignee's and the Co.'s  
 representatives at an appointed  
 hour on Tuesday & Friday. All  
 claims must be presented within  
 ten days of the steamer's arrival  
 here, after which date they cannot  
 be recognised. No claims will be  
 admitted after the goods have left  
 the Godowns.

NIPPON YUSEN KAISHA,  
 Agents.  
 Hongkong, 24th April, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## OSAKA SHOSEN KAISHA.

From NEW YORK via YOKO-  
HAMA, OSAKA, KOBE &  
DAIREN.

The Company's Steamship

"HONOLULU MARU"

having arrived from the above  
 ports. Consignees of Cargo  
 are hereby notified that their  
 goods are being landed and placed  
 at their risk in the Hongkong and  
 Kowloon Wharf and Godown  
 Company's Godowns at Kowloon,  
 where delivery can be obtained  
 as soon as the goods are landed.

Goods not cleared by the 2nd  
 May, 1921 will be subject to rent.

Damaged packages must be  
 left in the Godowns for examina-  
 tion by the Consignee's repre-  
 sentative and the Company's  
 Surveyors, Messrs. Goddard and  
 Douglas, at 10 a.m. on Wednes-  
 day and Saturday. All Claims  
 must be presented within Ten  
 days of the steamer's arrival here,  
 after which date they cannot be  
 recognized. No claim will be  
 admitted after the goods have  
 left the Godowns.

No fire insurance whatever will  
 be effected.

Consignees are requested to  
 send in their Bills of Lading for  
 countersignatures immediately.

OSAKA SHOSEN KAISHA,  
 Y. YASUDA,

Manager.

Hongkong, 25th April, 1921.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above  
 ports. Consignees of Cargo are  
 hereby informed that their Goods  
 are being landed and placed at  
 their risk in the Hongkong and  
 Kowloon Wharf and Godown Com-  
 pany's Godowns at Kowloon,  
 where each consignment will be  
 sorted out mark by mark and de-  
 livery can be obtained as soon as  
 the Goods are landed.

Optional Goods will be carried  
 on unless instructions are given  
 to the contrary before Noon, To-  
 day.

Goods not cleared by the 4th  
 May, 1921, will be subject to  
 rent.

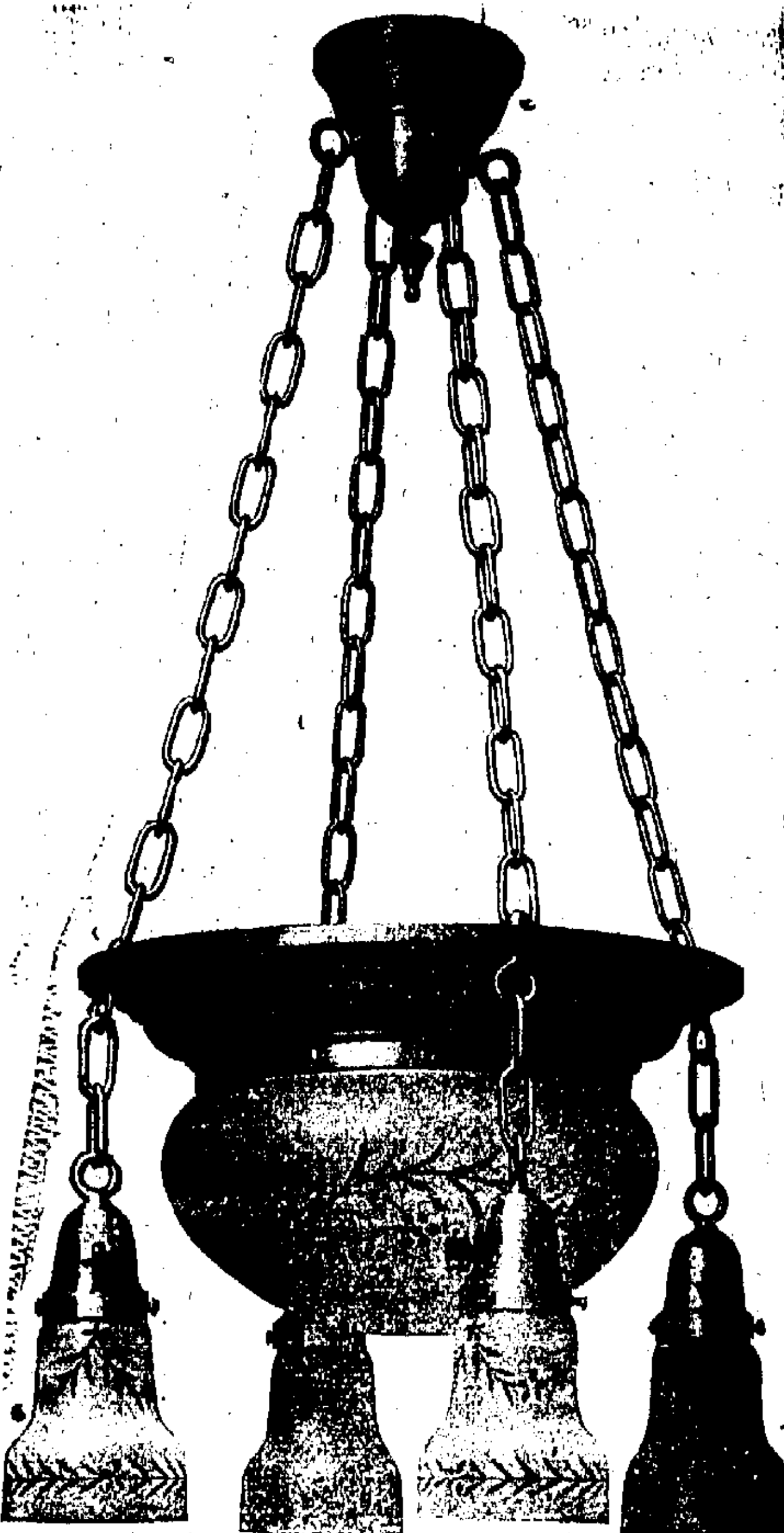
Damaged packages must be  
 left in the Godowns for examina-  
 tion by the Consignee's and the  
 Co.'s representatives at an ap-  
 pointed hour on Tuesday and  
 Friday. All claims must be pre-  
 sented within ten days of the  
 steamer's arrival here, after  
 which date they cannot be re-  
 cognized. No claims will be ad-  
 mitted after the goods have left  
 the Godowns.

NIPPON YUSEN KAISHA,  
 Agents.

Hongkong, 27th April, 1921.

## FRENCH TRADE REVIVING.

A Paris report says:—Trade is  
 reverting to normal conditions  
 gradually. All war restrictions  
 are being abolished on after  
 another as the situation follows.  
 The corn and flour trade is  
 again to be completely free, from  
 May 1st.



## CHEAP SALE

OF

UP-TO-DATE AND ARTISTIC

LIGHTING FIXTURES.

COME EARLY

SO AS NOT TO BE

DISAPPOINTED.

UNION ENGINEERING

CO., LTD.

13, CHATER ROAD.

## WISEMAN, LTD.

Go to

Wiseman's popular Cafe  
for

TIFFIN

and

DINNER

MONTHLY TICKETS (30 MEALS) \$30.00

Good food, good service and  
good music.All meat, poultry, butter, milk, etc.,  
supplied by Dairy Farm.

Manager: D. M. GOODALL.

## IS IT A BOOMERANG?

Sceptics' View of the Tax  
on German Goods.

Will the Allies' plans for obta-  
 ing reparation from Germany by  
 retaining half the purchase price  
 of imported German goods defeat  
 their object and be more harmful  
 to themselves than to their late  
 enemy?

The question is being asked in  
 certain quarters with increasing  
 insistence. The point of view of  
 the sceptics is stated in the  
 following extract from letters in  
 the Times:—

One correspondent argues that  
 the scheme will break down  
 unless we can set up a water-  
 tight method of identifying Ger-  
 man goods sent through other  
 countries. But, even if this high-  
 ly improbable condition could be  
 satisfied (he adds), the scheme  
 would be futile; it will be defeat-  
 ed by a simple shifting of trade.

Every advanced industrial  
 country draws similar imports  
 from many different sources and  
 sends similar exports to many  
 different destinations; every one  
 has within its borders nearly all  
 trades, meets the same needs,  
 partly by home production and  
 partly by imports, and often  
 exports and imports similar com-  
 modities.

## THE ROUNDABOUT ROUTE.

Before the war there were  
 many commodities which the  
 United Kingdom imported both  
 from Germany and from North  
 America, and which Germany  
 exported both to us and to North  
 America or other markets; paper  
 will serve as an illustration.

If we now put a 50 per cent.  
 indemnity tax on exports from  
 Germany to the United Kingdom,  
 few or no exports will come that  
 way, either directly or indirectly;  
 we shall get more of our paper  
 from North America; Germany  
 will send more of hers either to  
 North America or some other  
 market formerly supplied from  
 there.

L & C HARDTMUTH'S  
**KOH-I-NOOR**  
 THE PERFECT PENCIL  
 Is your pencil a  
**KOH-I-NOOR**  
 (Made in Czechoslovakia)  
 or only an imitation?  
 This famous pencil is sold by  
**SOUTH CHINA MORNING POST, LTD.**  
 3 WYNDHAM STREET.

We shall pay a little more;  
 Germany may get a little—not  
 50 per cent—less; the party,  
 with the advantage of being able  
 to deal freely both with Germany  
 and with ourselves, will profit  
 all round; the indemnity tax  
 will be defeated. The whole  
 scheme is equivalent to charging  
 a heavy fee for going through  
 a gate, when there is no fence to  
 prevent people from going past  
 it or in the opposite direction.

SELLING TWICE AS MUCH.

The second correspondent  
 says:—Mr. Lloyd George seems  
 as pleased with his 50 per cent.  
 tax as a little boy with a toy gun.  
 Unfortunately the comparison  
 ends here, for the gun in question  
 turns out to be a lethal weapon  
 with a nasty trick of back firing.

Under the Bill our exports to  
 Germany will automatically be  
 reduced by one-half, and even  
 that reduced amount depends  
 upon Germany continuing her  
 normal exports to this country—  
 an unlikely hypothesis.

Assume for the moment that  
 the tax was 100 per cent. and not  
 50 per cent. In these circum-  
 stances Germany could not buy  
 one single pound's worth of goods  
 from us, as she would have no  
 possible means of obtaining ster-  
 ling wherewith to pay us.

With a 50 per cent. tax she  
 must sell us just twice as much  
 as she buys—a nice prospect for  
 the British unemployed.

It is quite true that, theoretic-  
 ally, Germany could increase her  
 purchases from us by buying our  
 products indirectly, through a  
 neutral country; but practical  
 considerations rule that method  
 out. The scheme is bad, both  
 politically and economically, and  
 is calculated to involve us in  
 endless disputes; certainly with  
 neutrals and possibly with our  
 Allies.

BELGIAN EMIGRANTS.  
 During February 4,174 emigr-  
 ants sailed from Antwerp for  
 Canada, the United States, and  
 Brazil.

FRECKLES AND HIS FRIENDS

Sheep Bbssq, for Instance!

BY BLOSSER.





WATSON

E

OLD BROWN BRANDY

THE  
PEGGY MY HEARTA.S. WATSON & CO. LTD.  
HONGKONG.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 27, 1921.

## THE OLD COUNTRY'S BUDGET.

For the first time since 1914 the British Government has brought in a Budget contemplating an expenditure of less than ten figures, the estimated disbursements being put at £974,000,000. Even so, this is just about five times the highest Budget of pre-war days. That statement does not sound so bad when the change in money values is remembered. A perceptible tendency downward has occurred this year, but even now the ratio is approximately as 5 to 2; hence the present Budget is relatively just double that of 1914 instead of being five times. Another factor to be remembered is that the country must be prepared for a number of years to face heavy charges resulting from the war, especially for pensions. It may further be noted that the Budget, if the figures be not swollen by supplementary estimates—which would be sure to encounter caustic criticism—represents an appreciable saving upon last year's expenditure of £1,418 plus sundry additional votes of substantial total. There is an element of encouragement in the comparison, and it will be the greater if the estimated revenue of £1,058,000,000 be realised, after abandoning E.P.D. and imposing no fresh taxation. There is also this redeeming feature, that the Budget of 1920-21 was framed at a time when the wave of industrial prosperity was still prevailing, and that the national finances weathered the storm of the industrial depression, accentuated by industrial disputes, that overtook the country in the course of the period.

The trend in national finance, we may say then, is in the right direction, but the question remains whether the economies are anything like commensurate with the needs. The aftermath of a time of terrific expenditure is eminently an occasion for retrenchment, the more so when the aftermath synchronises with a period of commercial stagnation. Unfortunately, a post-war period is only too likely to be attended with responsibilities not favourable to economy. The question thus resolves itself into one of whether the Government has effected all the economies practicable at the moment. In the third post-war Budget the fighting Services still absorb some 200 millions. Under the prevailing conditions we not think any case lies against the Government of excessive expenditure upon the Navy, and as things stand only the Army seems to offer much scope for retrenchment, though the estimates for the Air Force might show a juster allocation as between military and commercial aviation. In regard to the Civil Estimates all the war-time Departments except the Ministry of Pensions have now been closed down, and one can but echo the hope expressed by a publicist at home that these are not being perpetuated under another name, their remaining work having been transferred to the permanent Departments. Not long ago it was stated by the Chancellor of the Exchequer that there were nearly 100,000 more employed in Government offices than at the date of the Armistice, but that they were all needed. This is surely a matter not only for surprise but for investigation. If the assertion is correct, the Premier's flourish in August 1919, when he instructed heads of Departments to reduce staffs drastically, becomes ridiculous.

There is ground for assuming that not only need but room for further economy remains though it is only too plain that for many years to come, and even with relief by way of reparations, Budgets must continue to be on a heavy scale. Interest on debt alone consumes a great deal more than the whole Budget for the last pre-war year, and here the Government has done well in clearing off a substantial sum of both internal and foreign debt, besides seeking to fund the floating debt. On the other side, it has to be noted that the Government has been very greatly assisted in this by the windfall from the advantageous disposal of surplus war stores. It is not a small thing that, alone of the European countries engaged in the war, Britain has made her Budget balance. To do this has meant a strain upon industry, which has been enormously relieved by the abolition of E.P.D. Allowance must be made for a transition period, but, with the war further receding, the nation has a right to expect that the next Budget will show appreciably larger reductions.

## NOTES &amp; COMMENTS.

## The Revival of Rowing.

One of the features of the closing winter season regarding local sport has been the great revival of interest shown in rowing—a sport that is apt, unfortunately, to be a little overlooked in the matter of publicity. Elsewhere in to-day's issue we are enabled to give a description of the rowing which took place at Saturday's regatta of the Royal Hongkong Yacht Club together with some general comments on the past season's events, and from that it will be readily appreciated that rowing is again taking its high place among the sports in which residents of this Colony indulge. It is a sport which entails strict training and much practice, is of the healthiest nature and calls for endurance and sportsmanship. Although the past season has—with its two local regattas and the one at Canton—been productive of much better rowing than has been seen for many years, there is still room for a great many of the Colony's young men to take a more active interest in it. The facilities are good, without question. The record of the Royal Hongkong Yacht Club's senior four is one of which they might well be proud. They succeeded in winning the Chater Cup at the V. R. C. Regatta, the Cameron Cup at the Canton Regatta and the Stockbrokers' Cup at their own Club event, and it has been generally remarked that a better combination has not been seen here for a very long time past. Here is encouragement indeed.

## The Housing Tax.

The letter which we to-day publish from "Hard Hit" in regard to the proposed additional taxes on house property echoes a feeling which is no doubt widely prevalent though not loudly voiced. It would seem, as he suggests, that the large interests, who have their own organisations to work for them, have all the "say" in the Council Chamber, whereas the average resident has no-one to speak on his behalf. Goodness knows that rents are atrociously high at present; yet from July 1st tenants are threatened with an additional seven per cent. in taxes, unless in the meantime the Government can be induced to find some other means of raising the money. The Constitutional Reform Association and the Kowloon Residents' Association are both supposed to look after the interests of the public; then why do they not get busy on such a subject as this? Everybody complains at the prospect of having to pay heavier rentals still; but there has been no solid, organised expression of opinion on the subject. A public meeting called by these two Associations working in concert would no doubt fill the theatre and let the Government know how keenly public opinion feels on the matter. Can't it be arranged? Or must householders fight their own battles as best they can, without assistance from these bodies?

## Germany's Evasions.

Almost every day we are in receipt of cables telling how Germany is failing to discharge her obligations under the reparations, and we were not a little pleased to learn yesterday that Britain has decided to support France in her measures against Germany if there is no immediate satisfactory proposal forthcoming from the German side. Germany's continual evasion of a direct answer, her repeated failures to deliver what she promised and her general display of almost insolent indifference have been tolerated far too long. Our French allies have taken a very hard-headed view of this question all along the way and, in the light of these later day happenings, one cannot help thinking that if Great Britain had shown a similarly stern front, this question of the payment of reparations would have been settled long ago. We have been content to show sympathy—sympathy which has been mistaken for weakness. Mr. Lloyd George has promised that if further coercive measures are found to be necessary they will be communicated to the House of Commons before any action is taken, though we think the temper and patience of the average man at home has been sufficiently tried to make that procedure nothing more than a matter of form. Germany must be convinced that the Allies are in earnest and that they have made just claims which they are determined to have met. One of the later messages received states that new German offers have been

## DAY BY DAY.

LIFE WAS INTENDED TO BE SO ADJUSTED THAT THE BODY SHOULD BE THE SERVANT OF THE SOUL, AND ALWAYS SUBORDINATE TO THE SOUL.—J. G. Holland.

At to-morrow's meeting of the Legislative Council the only business is the continued consideration of the Stamp Bill.

L. Hartman, who was charged with being drunk and incapable, in consequence of his failure to turn up in response to the charge, had his bail estreated by order of the Magistrate this morning.

Amongst the passengers leaving to-day by the Devanha were Col. and Mrs. Young, Mrs. Bowen, Mr. and Mrs. A. R. Lowe, Capt. and Mrs. Arthur and Mr. and Mrs. W. M. Johnstone of Kowloon Docks.

The Chinese visitors from the Straits concluded their games with the Hongkong Chinese yesterday at the C.R.C., when a doubles match was played. Ng Sze-kwong and W. Lock Wei beat Cheah Keng-tye and Chung Ah-ming 6-1, 6-2.

Yesterday's health return shows four fatal cases of small-pox, one fatal occurrence of enteric and one non-fatal case of cerebro-spinal fever. All the sufferers were Chinese.

Many time-expired men from the China Squadron left to-day by the Devanha. These included Commander F. W. Bennett, of H.M.S. Hawkins, Commander McCowen, of H.M.S. Alacrity; several officers and a big batch of men, together with the Rev. J. D. Pim, chaplain of H.M.S. Hawkins.

Some slight injuries were sustained by the victim in a traffic accident yesterday, resulting in her removal to the Government Civil Hospital. In endeavouring to alight from a tramcar whilst it was still in motion, the female Chinese concerned was precipitated on her back, a cut being inflicted on the back of her head, which rendered her unconscious.

Lam Loong was charged before Mr. R. E. Lindsell, at the Police Court this morning, for that he, being a member of a partnership firm viz, the Hongkong Tailoring Company, of D'Aguilar Street, did on the 24th January last embezzle the sum of \$72.30, and fail to return the sum of \$185 collected in rents, for which he, being the manager of the Company, held a power of attorney from another complainant. It was explained that the defendant, with another man, held the power of attorney in conjunction, but that he kept back a sum of \$185 at the same time that he gave receipts for others. Bail in the sum of \$300 was allowed to the defendant, the case being ordered to be heard next Wednesday.

## LOCAL WEDDING.

Neville—Cooper.

At the Union Church this morning, the Rev. Mr. J. Kirk Macdonald officiating, the wedding took place of Miss Hilda May Cooper, daughter of Mr. and Mrs. Archibald Cooper, of Luton, England, and Mr. Frank Cyril Neville, of the Public Works Department, a son of Mr. and Mrs. Alfred Neville, resident in the same town. The bride, who was attired in a charming white dress, was given away by Mr. Colin Sara, of the Public Works Department. She was attended by Miss Sara as bridesmaid. The "best man" was Mr. Archibald Roberts, of the Public Works Department. Mr. Chapman presided at the organ. The reception was held at the residence of Mr. Sara, at No. 6 New Block, Wong Nei Cheong. There were numerous presents received by the couple from their many friends. The honeymoon is being spent in Macao.

handed to the American representative, but we venture to think that a great deal more would have been accomplished if Germany had handed those offers to the Allied Reparations Commission for it is with that body—backed by their respective Governments—that the last word lies. And that last word should be said as soon as possible.

## AVIATION NOTES.

## (By "Meteorite.")

A marked point which makes itself perceptible to those interested in the debate in Parliament last week over the Air Estimates was the altered note expressed in the views of the Government on the problem of Civil Aviation. As is generally known, the question has hitherto of the Government's choice, been submerged to one of military consideration, and thus in their aim to carry out this part of the national defences programme, too little attention had been paid to the civil issue, with the result that the position has now been arrived at where the civilly constructed organisations for the commercial operation of aeroplanes is threatened with the competition of heavily subsidised foreign companies. A year ago we were in possession of an admirable chain of workshops and commanding a production which should have placed us in the position of a first-rate air power or at least have placed us beyond the fear of any threat from a foreign quarter; and what is the actual situation to-day? Nothing less than that the majority of the workshops had closed down, the production is brought down to a standstill, aviation concerns which were already in operation forced to suspend their services and foreign companies subsidised by their respective Governments, take their place, profiting by the experience for which our companies, against enormous difficulties and with heavy expenditure, had in the course of their work accumulated. And who was responsible for all these? The reply was only too obvious. It is that the companies concerned were given a lone hand with which to overcome vast odds, and the onus to pay very heavily for the experiment, unsubsidised, and unassisted in the competition against foreign companies. For the Government, their military policy has proved a regular boomerang, that, on the recoil, has paralysed all the aviation industry of the country, and consequently, a vital part in the national defences.

Now the news have just come through that the Government going against their previous policy, has decided to subsidise in the case of the two principal Cross-Channel services, a sum of £75, for each flight, provided that the total did not exceed \$25,000 to each firm. The offer comes at an urgent time when the Handley Page Company had suspended its services across the Channel, and in the case of the other company at a critical period of its services. While the tardiness of the offer is to be deplored, some little gratification may be derived from the realisation of the general desire, as indicative of the broader lines on which official minds run. In any case, it is better late now than never.

The decision to make Egypt an aviation centre was no doubt guided by a recognition of the strategic importance which it will assume with the "All-Red" route (England) to Gibraltar, Malta, Egypt, Mesopotamia India and the Far East) on the one hand and the Cairo-Cape and Australian airways on the other. It is gratifying therefore to note the attention the Government has given to this arrangement, and which has found expression so far in the allocation of a sum of £167,000 for air services in Egypt.

Mr. C. E. W. Ricou made one of his periodical flying visits to Hongkong during the course of last week. He used one of his smaller Curtises for the flight.

Appropriate exercises in connection with the opening of the first American airway were held on Saturday, Feb. 12. This event will mark an epoch in the development of aeronautics since it is the initial step in establishing the system of airways which will eventually extend all over the United States.

The first American Airway extends from Washington, D.C. to Dayton, Ohio passing through Moundsville, West Virginia and Columbus, Ohio, and its establishment will prove a vital mile stone in the progress and development of both commercial and military aeronautics. Well organized air routes throughout the country are an absolute necessity for the system of national defence and is as important as developmental work on

aircraft. The ways of the air must be charted and marked just as the oceans have been, so that navigators may pilot their craft in safety and comfort at high rates of speed across the country in either peace or war. This first route from Washington, D.C. to Dayton, Ohio, will provide a model upon which the development and expansion of other routes throughout the United States can be based and it will entail the location of landing fields with all their accessories such as radio communication, aerial light houses, hangars and such like. With proper established airways, transcontinental flying by day or night in good or bad weather will undoubtedly be safer than auto touring by road and, with the improvement in aircraft aerial transportation will surpass in speed, comfort and safety most of the modern methods of transportation. Units of the National Guard of the organized reserve will be placed at strategic points along these air ways which will be open under proper federal restriction to the commercial aviators who will thereby receive all the benefits and conveniences of such organised work. This airway is the first unit of thousands of airways that will be developed throughout the United States, and, as chosen, it is extremely well suited because of the many variable conditions of both atmosphere and topography encountered in its course.

The Army Air Service is gladly giving such information and operation as is possible to all who are interesting themselves in the development of this route, such as Chambers of Commerce, Clubs and civic or fraternal organizations. Boy Scouts of America who are within the limits of the generation which will be first cognizant of the "age of the air" are receiving the fundamental training in the assistance which they are giving to this great national project. The establishment of this airway also puts into operation for the first time the new system of marking landing fields for purpose of identification in aerial navigation. As the first trail of the west, the first steamship, the first locomotive, the other similar events are historical high water marks, just so will this start in the creation of America's first airway go down in history, and the reflected glory of the event will be the heritage of each and every individual who assists manually, financially or otherwise in this installation or who was even present at the ceremony, thereby lending approval and moral support.

## TERCENTENARY OF PILGRIM FATHERS.

The central feature in the celebration this summer at Plymouth Mass., of the tercentenary of the landing of the Pilgrim Fathers will be a pageant, to be divided into seven episodes. To obtain the best effects, it has been decided to hold the events at night. The performances are to be given in the immediate vicinity of Plymouth Rock, and

## Between Ourselves

By Robt. MacWhirter.

I see from the local papers that Hongkong Scotsmen have been thanked by Edward P. for assistance given towards the furtherance of the scheme for the erection of the Scottish National War Memorial. If my Home paper is to be trusted and Lord Rosebery's no already in his second childhood, that's likely to be the last they'll hear of the matter for a very long time to come.

I heard quite a lot about this business when I was home last year and let me tell you that this idea of turning Edinburgh Castle into a sort of public museum isna' by any means as popular in Scotland as lots would lead ye to believe. Lord Rosebery has been against it from the very beginning and between you and me the Duke of Atholl and his 200 broseey Highlanders are very small beer compared to the Laird of Dalmeny when it comes to a matter of anteing up to make a mason's backyard of the old Castle.

Apart from that though, there's no getting away from the fact that the Scottish National War Memorial movement is a failure. Ye might as well set the K.R.A. to gather money for a Town Hall in Kowloon.

After more than a year of per-fervid, mushy, sentimental propaganda the methods of advertisement have been exhausted and not more than one-fourth of the required sum has been raised. The Colonies have even been raked wif a small tooth comb. The test of the nation's feeling is in the subscription list and the figures speak for themselves. The only national thing about this memorial is the objection to it. I don't wonder at it.

Most folks in Scotland shrink from the very idea of turning an ancient national shrine into a memorial of the recent war. There has never been that active enthusiasm which ought to pervade such a movement. What's more forbye, folks are getting fed up wif war memorials and they do not wish to be reminded of the nightmare of years.

Another potent cause of failure—perhaps the strongest of all those that might well be called subsidiary—is the impoverishment of the very class which has always been most ready to subscribe for any such purpose. Taking things at home as they are to-day, can it be wondered at if they have energy or spirit left for anything which is of no immediate necessity?

## HONGKONG ART CLUB.

## The Monthly Exhibition.

It has been the custom in former years for members of the Art Club to choose their own medium for the particular picture they were painting for exhibition. This year, however, new regulations have been made and the set subject for competition must now be done in the given medium. On Tuesday night, at the monthly exhibition held at Mrs. C. B. Brown's house, this subject was "An illustrated quotation in Black and White," and, as a result, a number of very beautiful pictures were on view, imaging the immortal words of such poets as Edgar Allan Poe, Trevor Blakemore and Tennyson. The prize went to Mr. Cole for a picture featuring the principal in Tennyson's "The Mermaid."

Other notable pictures in this section were Mrs. Britton's "First of May" (old rhyme). This little pen and ink picture of a hawthorn tree, with a girl standing by, made one feel that "Spring is here,"—one could scent the fragrance of the may, and one's thoughts flow back to the Old Country.

Miss Bioukova illustrated Edgar Allan Poe's Annibell Lee, and Mr. Trambitzky's Poe's "The Coliseum" was a beautiful picture.

It is hardly necessary to say that Mrs. Humphreys had a dainty little picture. It was called "Columbine" and the verses attached were by Trevor Blakemore.

Miss Kirkpatrick contributed an amusing cartoon called "The Bank Crash," the quotation being from Omar Khayyam:—"I came like the water and like the wind I go."

Owing to the general excellence of the black and white work, the coloured drawings took, for once, a somewhat secondary place. There were, however, a good number of exhibits, amongst which were several sketches by Miss Bowen, whose fountain in the Botanical Gardens, and a fir tree with splashes of pink flowers on a grassy slope were good—the former soft and harmonious, the latter bold and decisive. There was an interesting sketch of the Chiounin Temple Gate at Kyoto by Mrs. Marshall Wood, a vase of flowers by Mrs. C. B. Brown, and by Mr. Bion a glorious sunset with the Lan-tau peak standing out against a background of gold, and beneath the gloom below, junks making for harbour on a glittering sea reflecting the glory above. This was the best picture in oil Mr. Bion has exhibited this year, and the members showed their good judgment in awarding it the prize for the open subject.

The exhibition illustrated the versatility of local artists.

that historic boulder may appear as one of the "stage properties." The waters of the Bay on which the Mayflower sailed from the Cape Cod anchorage, to the spot here where the landing was made will serve as background, and Cole's Hill, where many of the Pilgrims lived, died and were buried, with the waterfront, will form a natural amphitheatre.

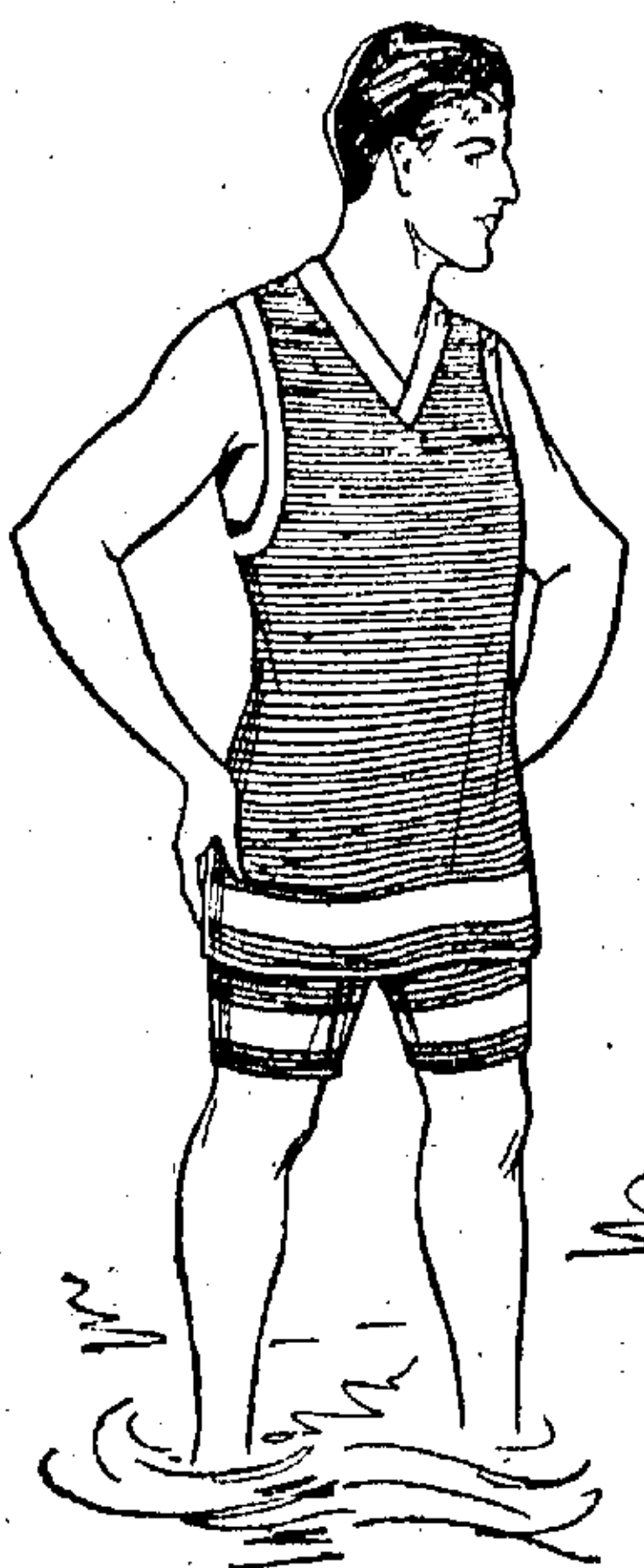


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TO-DAY'S  
MISCELLANY.

The historian of this age will certainly linger some time over the name of Mr. Robert Smillie, who has retired from active participation in the great coal struggle, remarks a correspondent in a Home Journal. It is curious to imagine some student of the next age trying, with the yellowing files, to disentangle Mr. Smillie's real place among the Neo-Georgians, for no man played less consciously the part of the ogre in which he has been presented by those who disagree with him. His photographs will probably suggest to our student that slightly puzzled air which may be the key to the mystery, for no man was ever less a revolutionary at heart than this miners leader who has been the favourite "awful example" at Middle-class Union meetings for the last few years. He had no common ground even with intellectuals of his own party; he was really nearer to Will Crooks than to Ramsay MacDonald. Many things seemed simple to him until other people began to discuss them. There was nationalisation, for instance, "by the people for the people"; it seemed simple to him, and he grew more and more puzzled as others began to discuss and to make difficulties. Conferences worried him; there were too many different opinions. He was happiest with his own Scots miners.

Have you ever seen an oyster swimming? Probably not, unless you are an oyster fisherman; yet they all do so for some time in the days of their extreme youth. One of the most curious facts about the oyster is that the same individual is at one time a male and at another a female. During the time that it is female, the oyster produces a considerable number of eggs. It cannot be said to "lay" them, for they are kept inside the body, where some time later the young hatch out. After a few days the baby oysters, who are very lively little fellows, leave the shell of their mother, who proceeds straightway to change her sex and become a father! The babies, who are now called "spats," make their way gaily to the top of the water, where they swim about freely for some time. Tiny mites they are at first; a hundred of them placed side by side would not measure an inch.

## DAIRY FARM NEWS.

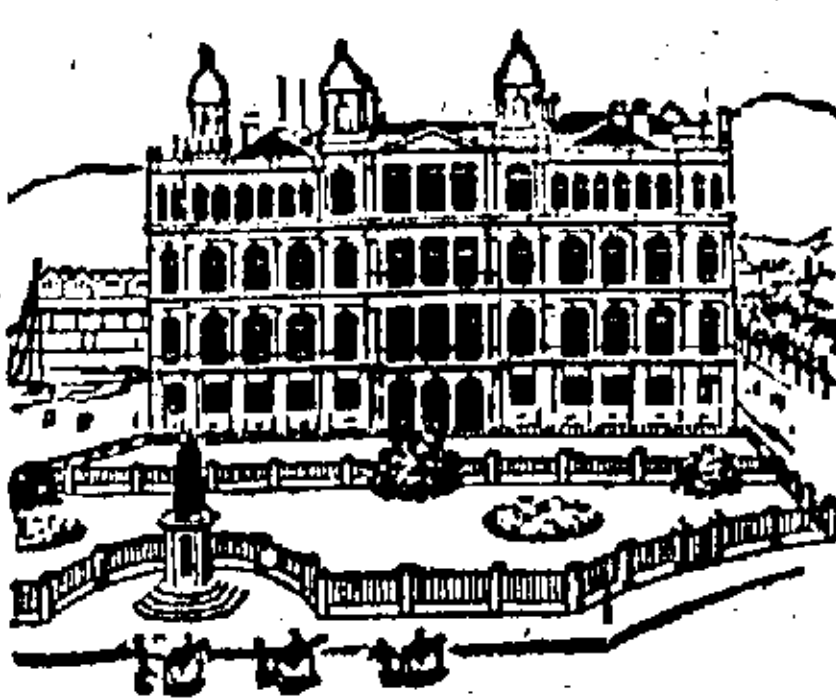
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## Gymkhana Notes and Times.

(By "Wireless")

Owners are reminded that the entries for the second Gymkhana Meeting close this evening. At the Race Course this morning there was the usual crowd of interested owners to watch the gallops of their ponies, and some good times were recorded. Spotted Sand and Pawnshop galloped very early and it was not possible to time the various quarters. The former covered the mile in 2.25, finishing the last quarter in 30 secs. Pawnshop did the same distance in 2.17, with 31 secs. for the last quarter. Of the other candidates for the main event (the Gymkhana Stakes) Scamperdale did the best time, covering the mile in 2.14 3/5, his last half-mile being inside 1.05 and the last quarter in 30.3/5. Bolshevic went well for the mile and a half. It is more than likely that Mr. H. Seth will not be able to ride at this meeting, as he sprained his ankle whilst playing polo on Saturday.

The following were the times taken this morning.

| PONY'S NAME.                          | Distance | 1 1/4 Mile | 1/2 Mile | 3/4 Mile | 1 Mile | 1 1/4 Miles | 1 1/2 Miles | 1 3/4 Miles | Last quarter |
|---------------------------------------|----------|------------|----------|----------|--------|-------------|-------------|-------------|--------------|
| Tuckshop and Birdshop ...             | 1        | 40         | 1.19     | 1.56     | 2.25.4 | —           | —           | —           | 29.4         |
| Tiddlywinks ...                       | 1        | 36.2       | 1.13     | 1.49.1   | 2.19.3 | —           | —           | —           | 30.2         |
| Morrissand ...                        | 3/4      | 43.4       | 1.17     | 1.49     | —      | —           | —           | —           | 32           |
| Stanley Chief and Kandy Chief ...     | 3/4      | 34.2       | 1.08.1   | 1.40.4   | —      | —           | —           | —           | 32.3         |
| By Jingo ...                          | 1/2      | 37.3       | 1.11.1   | —        | —      | —           | —           | —           | —            |
| Glad Eye ...                          | 1        | 57         | 1.49     | 2.42.4   | 3.14   | —           | —           | —           | 31.1         |
| Harlequin ...                         | 1        | 34.3       | 1.07.2   | 1.46.4   | 2.18.3 | —           | —           | —           | 31.4         |
| Leighton and Cranby ...               | 3/4      | 34         | 1.07     | 1.39.2   | —      | —           | —           | —           | 32.2         |
| Dunspot ...                           | 3/4      | 38.3       | 1.12.2   | 1.43     | —      | —           | —           | —           | 30.3         |
| Mystic ...                            | 3/4      | 46         | 1.27.3   | 1.59.3   | —      | —           | —           | —           | 32           |
| Louza ...                             | 1        | 34         | 1.08.2   | 1.42.1   | 2.14.3 | —           | —           | —           | 32.2         |
| Carpenter ...                         | 1        | 35         | 1.09.2   | 1.43.3   | 2.16.3 | —           | —           | —           | 33           |
| Mountain Bear ...                     | 1        | 34.2       | 1.11.1   | 1.44.2   | —      | —           | —           | —           | 33.1         |
| King Harry ...                        | 3/4      | 40         | 1.19.2   | 1.53.1   | —      | —           | —           | —           | 33.4         |
| Black Spot and Mountain Stream ...    | 1        | 37         | 1.10     | 1.43     | 2.15.3 | —           | —           | —           | 32.3         |
| Beggar King ...                       | 1        | 34.3       | 1.09.3   | 1.44.4   | 2.16.3 | —           | —           | —           | 31.4         |
| Spolt Child ...                       | 1        | 37         | 1.14     | 1.48     | 2.18.3 | —           | —           | —           | 30.3         |
| Charing Cross ...                     | 1        | 35         | 1.11     | 1.47.2   | 2.21   | —           | —           | —           | 33.3         |
| Dandy Child ...                       | 1        | 32         | 1.07     | 1.42     | 2.13   | —           | —           | —           | 31           |
| Hutton & Flywheel ...                 | 1        | 41         | 1.19.3   | 1.57.1   | 2.29.2 | —           | —           | —           | 32.1         |
| Bolshevic ...                         | 1 1/4    | 46         | 1.23     | 1.59     | 2.32   | 3.03.2      | —           | —           | 31.2         |
| Forest Child ...                      | 1        | 35         | 1.12     | 1.48.2   | 2.19.2 | —           | —           | —           | 31           |
| Parran ...                            | 1 1/4    | 48         | 1.28     | 2.07     | 2.44   | 3.20        | 3.50        | —           | 30           |
| Taipo Chief ...                       | 3/4      | 33         | 1.06.2   | 1.39     | —      | —           | —           | —           | 32.3         |
| Jawleyford ...                        | 1        | 35         | 1.12     | 1.48.4   | 2.19.2 | —           | —           | —           | 30.3         |
| Field Child ...                       | 1        | 41         | 1.22     | —        | 2.32   | —           | —           | —           | —            |
| Moorland King ...                     | 3/4      | 36         | 1.10     | 1.42     | —      | —           | —           | —           | 32           |
| St. Anthony ...                       | 3/4      | 36         | 1.12     | 1.45     | —      | —           | —           | —           | 33           |
| Work Shop ...                         | 1        | 37         | 1.11     | 1.46.2   | 2.18   | —           | —           | —           | 31.3         |
| Hongkong Chief ...                    | 3/4      | 37         | 1.12     | 1.44.3   | —      | —           | —           | —           | 32.3         |
| Amor ...                              | 1 1/4    | 45         | 1.34     | 2.15     | 2.52   | 3.27        | 3.59        | —           | 32           |
| Coal King ...                         | 1        | 39         | 1.13     | —        | 2.18.2 | —           | —           | —           | —            |
| Lighting & Scapoy Sponge Red Bird ... | 1        | 39         | 1.16.2   | 1.53     | 2.25.2 | —           | —           | —           | 32.2         |
| Frome & Ragged Nut ...                | 1        | 43         | 1.21     | 1.57.2   | —      | —           | —           | —           | 36.2         |
| Ajax ...                              | 1        | 38         | 1.16     | 1.53.3   | 2.26.4 | —           | —           | —           | 33.1         |
| Repulse Bay Chief ...                 | 1        | 40         | 1.15     | 1.50.3   | 2.23.1 | —           | —           | —           | 32.3         |
| Scamperdale ...                       | 1        | 34.2       | 1.10.2   | 1.44.2   | 2.16   | —           | —           | —           | 31.3         |
| Shooting Star ...                     | 1        | 35         | 1.10     | 1.44     | 2.14.3 | —           | —           | —           | 30.3         |
|                                       | 1        | 36         | 1.11.4   | 1.48.1   | 2.20.3 | —           | —           | —           | 32.2         |

## CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph".

## Te Increased House Tax.

Sir—I have waded all through the long reports of the Legislative Council meeting held on Thursday, hoping to find some remarks thereon about the new tax on houses. But although much was said about the hardships which certain interests would suffer from the new Stamp Duties, there was not a single protest against this increasing of our rents.

The fact is that there is no-one on the Council watching the interests of the ordinary European resident. All the big interest have their spokesmen, but no one fights the battle of the householder whose rent is always going up.

I apply to the C.R.A. and K.R.A. residents to do as you

suggested the other day—call a public meeting of protest against the house taxes. Then we can let the Government know how we feel about it.

Enclosing my card,  
Yours etc.  
HARD HIT.  
Hongkong, April 26, 1921.

DO YOU LOVE A GOOD  
DINNER?

To aid digestion, prevent flatulence, "that heavy feeling," or to dispel constipation, stimulate the liver and cure sick headache, biliousness, ill-smelling breath, use Pinkettes, the dainty little gentle-as-nature laxatives. Just a tiny dose to-night. "You'll feel better in the morning." From chemists everywhere at 60 cents per vial, or post free on receipt of price from Dr. Williams' Medicine Co., 96, Szechuen Road, Shanghai.

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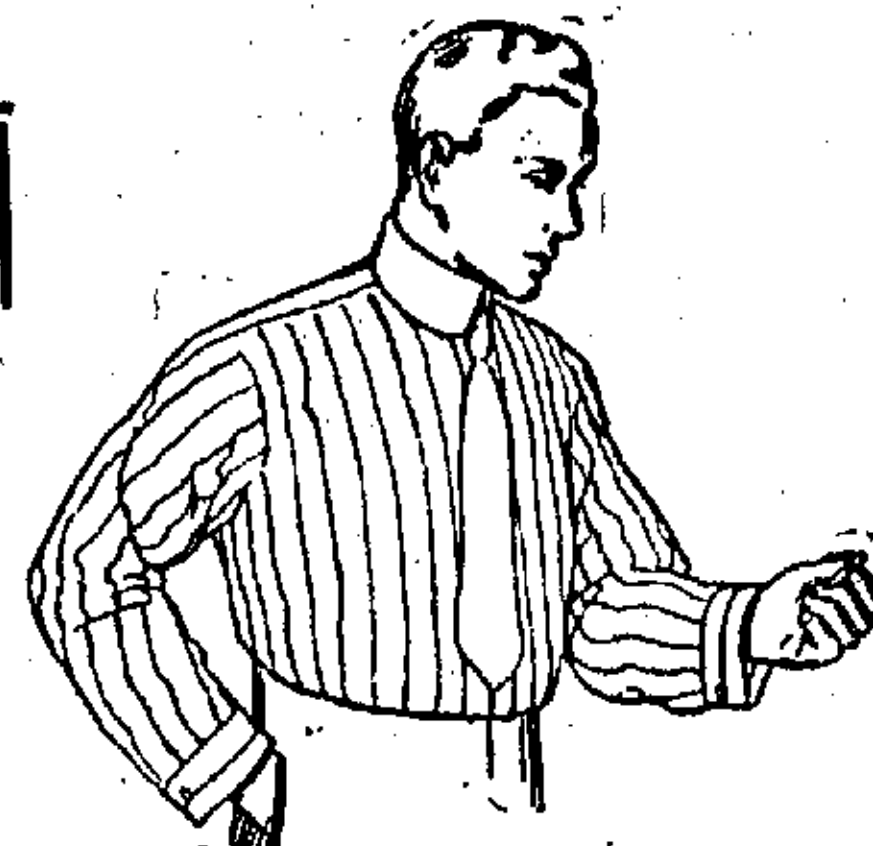
CANVAS  
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INSPECTION INVITED  
AT THE SOLE AGENT,

SPECIALIST IN MEN'S WEAR  
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with Stiff or Pleated Fronts are a  
SPECIALITY.

## NEW MUSIC

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"Jap. Sandman"  
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BETTER SOUP & PUDDINGS

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RING UP—2230.

## FRENCH LESSONS.

G. MOUSSION,

15, Morrison Hill Road.



## A SMART EVENING GOWN.



Above is pictured an evening gown of silver paillettes with medallions of pearls, pale pink roses, and pink georgette showing beneath the lining.

## DON'T BE SLOVENLY.

## The Importance of Details.

Beauty can never afford to be slovenly. Unbrushed frocks are significant of laziness, and lingerie that shows and is not immaculately white will destroy the good looks of any woman.

There is a certain standard these days which every woman is expected to achieve. It is not necessary for her to wear expensive clothes—in fact, plain, everyday attire is the accepted uniform of the wealthy and the gently bred—but soiled white gloves and shoes that need a shine are justly taboo. There is no excuse for hair that is not beautifully clean, and finger nails that are not manicured are a disgrace. It is taken for granted that a woman must look fit, just as it is expected that no gentleman will travel around among other mortals when he needs a shave.

If a woman does not know how to dress her hair presentably and appears with shaggy ends bristling belligerently about the back of her neck, she need not be reminded of the fact that there are plenty of places where her hair can be dressed and where painstaking operators will teach her how to arrange it.

A beautiful coiffure is more important than beautiful dress. It is the frame that nature designed for the human countenance, and it is worthy of some consideration. Too many women are lacking in this respect. The shop girls of Paris pay more attention to their hair than does the average middle-aged British woman of the upper middle class. Go to a theatre and look around you. The plain knot prevails. The hair is clutched in one bunch, swirled into a knob, and that is the end of it.

It is by trifles that we are judged in this world.

A girl may have all the brains that one head can comfortably hold, but if she dresses in a slovenly manner she will get no credit for them.

## FASHION NOTES.

Sunbeam is the new colour that is finding most favour just now. It is a decidedly frisky shade of yellow, that is highly attractive when used in judicious quantities.

Cigarettes tipped with silk or real rose petals are the whim of the pampered woman smoker who puffs for effect rather than enjoyment. No wonder some men still scoff at woman's way with the weed.

Though there are many different kinds of engagement rings in vogue, some of them being of unique design, the single diamond in a plain setting is far and away the favourite. The sapphire, which was well liked for engagement rings some time ago, is rather waning in popularity. Admiration for the opal has greatly increased, in spite of the superstition attached to it, but a woman must, indeed, have the courage of her convictions who will consent to receive an opal for an engagement ring.

## NEW HEAD-DRESS.



This dainty evening cap is of yellow satin embroidered in pearls with a satin bow at the side.

## MENTAL SUNSHINE.

## Some Cheery Advice.

There is nothing through which the light of a smile will not penetrate.

There is nothing which will not show the effects of a warm hand-clasp.

There is no sun among all the billions of the heaven's luminaries that will reach into the depths of sorrow, but mental sunshine will lighten those dark places and warm the coldness of a soul.

All that we see in this world is made visible by reflected light. The green of the fields, the blue of your sweetheart's eyes, all colour and all form are visible to us only by the light which, reflected from them and falling upon our retinas, is telegraphed by our optic nerves to the opposite side of our brains.

The man who cannot and does not reflect mental sunshine is living in the dark, a lonesome and pitiable creature.

Do you happen to know a man or woman who never smiles and who never visibly responds to another's kindness? If you do, have compassion on him, for he deserves your pity.

God, in all His creations, never made anything more beautiful than the smile of a child, because it is the unadulterated combination of innocence and happiness.

As we grow older the innocence lessens or disappears and happiness alone is left for our smiles to express.

But even at its worst a smile is better than a frown.

Encouragement is so cheap that we can all afford to give it away. A horse will pull more and pull harder after a pat of the hand than after a blow of the whip.

A workman will do better and more work after a kind comment on his efforts than he will following an angry rebuke.

What do you say to spending five minutes a day letting our mental sun radiate its light and warmth on whoever and whatever is within its radius? If we begin with the five minutes it will shortly shine all through the 24 hours.

## TOUCH OF COLOUR.

## Fashion of "Making-Up" Out of Date.

Whether it is a matter of fad or fashion, common sense, or anything else, one has only to look at the faces of the women one meets to realise that they are much more natural now than formerly. It applies to women of all classes: the "natural face" is finding increasing favour, especially with girls in City offices and with "society ladies," but the lack of make-up does not mean that women are becoming complexion careless.

Women really take more care of their facial appearances now than ever before, and it is largely because of this that obvious make-up has lost popularity," said one West End beauty culturist. "The sensible woman of to-day realises that it is no use putting on a mask of artificiality of paint and rouge and so on, in order to make herself look nice. She goes to the fundamentals and arranges her life so that she obtains a naturally beautiful skin, bright eyes, healthy red lips, and graceful neck. There are few women so hopeless but who cannot, by perfectly natural treatment, make themselves personally attractive to look upon. Once the natural attractiveness has been won, it can be kept by proper methods.

Few women use rouge or any sort of paint in these days. The habit of a touch of colour has wisely been dropped, nor do many women go in for artificial eye-brightening tonics, but a considerably larger number of women use powder—not as make-up, but as a protection for the delicate skin of the face. A dust of powder is a great safeguard against rough winds and overheated rooms, both of which will damage a woman's skin.

Face creams and foods are also in demand, but women do not use these haphazardly. The average woman now studies her skin—or gets an expert opinion—to find out exactly what cream, food, or lotion will be best to use for it."

The fashion for valuable mounts to hand-bags, has opened a new branch of work for skilled fingers. Jewelled mounts, or those of exquisitely carved ivory, are naturally not discarded when the silk or brocade attached to them wears out. Re-making bags has become a matter of course with most of the big shops who sell these things.

## A CHIC BANDEAU.



Above is seen a bandeau of blue and green feathers—the wing at the side being studded with green stones.

## SMART HEAD-DRESSES.

The close-fitting outlines continue to be that preferred by the young girl and young woman, not to speak of the young grandmother, whose curled and powdered head recalls the beauties of Watteau and Lancret. Specially designed for the latter type is the chin strap, or "jugular," made of supple jet, passed under the chin and attached at either side to a handsome jet bandeau.

Most of us (says a correspondent of the London Evening News) have, at one moment or another, bobbed our hair and then grown tired of that particular effect. For the girl whose hair is growing again, and is neither long nor short, there is the flat bandeau of tiny crimson roses passing from ear to ear and outlining the head at the back.

When an artificial flower adorns our hair or waist-belt a drop of its own perfume is an added charm; this is specially the case where roses or violets are concerned—and, of course, gardenias or lily of the valley.

A hat of white straw is trimmed with light red picot-edged ribbon folded double to form a binding around the crown.

## FASHION NOTES.

Enormous Spanish combs continue in favour, and combs of bright green horn, transparent and finely carved in an openwork fashion, are the latest feature of hairdressing for evening wear.

The belt and bust-bodice vogue has put the camisole out of countenance on the ground that it tends to produce a hard line at the waist. Most devotees of the new cult fashion little Dutch bodices to their petticoats, and hang these from the shoulders by means of ribbon straps. You just undo the binding at the top of the petticoat and add a straight strip of material, in which you have taken three or four small gussets at the lower edge.

When making candle or lamp-shades it is well to remember that the prettiest effects are obtained by using thin material and having more than one colour. For instance, mauve chiffon veiling and thin old gold silk is much more charming than either a mauve or yellow shade would be, and one of the happiest combinations of all is yellow, amber and rose chiffon, one over the other, which results in a beautiful "tea rose" effect.

## MODES OF THE MOMENT.

The most striking development in colours in Paris this spring is the popularity of clear, bright red that is quite free from any suggestion of rust or rouille. It is used as trimming or facing for dark street frocks and suits and is combined often with grey.

## JADE GREEN STILL POPULAR.

Jade green has come out of its hibernation and seems as well liked as ever. Last spring it seemed as if it must have spent its popularity. But it somewhat changed its hue, added a little more blue to its makeup, and we spoke of it confidently as the "new jade."

Henna seems to be as long-lived, though it is apt to take new names to describe its different phases.

Now it is evident that for the third or fourth spring henna or copper is the smartest colour for silk or woollen sweaters.

There are various orange shades—tangerine they are called now—that though difficult to wear are in good repute. These orange shades are one of the few colour developments that might be considered in any way new.

## CHERUIT'S SPLASH OF COLOUR.

A colour idea shown by Cheruit this spring is that of combining a black and white frock with a single note of bright colour in sash, girdle or other splash of trimming. Certain clear tones of red are well used in this way. Nattier blue has almost a natural affinity for black and white combinations. Jade or emerald green might be used. Less obvious is the use of lemon in connection with the black and white.

Molyneux manages to get a good effect by using black and white and red and green, all in one frock.

## COLOUR IN THE HEADDRESS.

Nor is there any disposition to give up colour in headdresses, and often a good effect is gained by wearing a bright bandeau or headdress with an all-black, all-silver or all-white frock. With the bright coloured frock contrast is often achieved by selecting a bandeau or headdress of metal or jet. Bandeaux of feathers are often effectively worn. Lucie Hamar has designed one of blue and green feathers with the wing at the right side studded with green stones—an accessory that would of course be a wise choice only for the woman of blonde or pure white hair.

A rather easy solution to the problem of arranging one's hair becomingly may be found in a certain little cap often seen in Paris that slips on over the hair as easily and completely as a Turk's fez. As it is of satin the hair is quite completely hidden save at the edges. It is often elaborately embroidered in pearls or sequins which give it lightness and brilliance.

## LESS COLOUR IN ACCESSORIES.

While there undoubtedly is some tendency to a use of higher colours in clothes there seems to be a more restricted use of coloured accessories than has been the case formerly. We have just passed through a vogue for coloured handkerchiefs. White is the more usual choice of most women now, and one hardly needs to mention the passing of the polychrome lingerie—which was perhaps worn more often by the wax figures in the shop windows than by women of one's acquaintance.

Green checked dimity is smartly used for frocks for very little girls.

Patent leather forms the narrow belt which is part of a blouse of orange georgette. The heavy leather belt is in interesting contrast to the sheer fabric of the blouse.

## STRIKING DRESS IN TWO COLOURS.



The gay dress pictured above is of tangerine and black silk with black sash, and with it is worn a black hat encircled with tangerine ribbon.



## NOTICE.

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## Foreign Offices.

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| ANTWERP      | GLASGOW    | NICE           |
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| BARCELONA    | HAMBURG    | PARIS          |
| BASLE        | HAVANA     | PETROGRAD      |
| BERLIN       | HAYRE      | RIO DE JANEIRO |
| BORDEAUX     | KOBE       | ROTTERDAM      |
| BREMEN       | LIVERPOOL  | ROME           |
| BRUSSELS     | LONDON     | SOUTHAMPTON    |
| BUENOS AIRES | LUCERNE    | SHANGHAI       |
| CAIRO        | MANCHESTER | STOCKHOLM      |
| CHRISTIANIA  | MARSEILLES | TORONTO        |
| COBLENZ      | MONTREAL   | VALPARAISO     |
| COPENHAGEN   | NAPLES     | YOKOHAMA       |
| EDINBURGH    |            |                |
| GENOA        |            |                |

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CALCUTTASHIPPING AND BANKING CORRESPONDENTS AT ALL  
PRINCIPAL CITIES AND PORTS OF THE  
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YOUR ACCOUNT IS INVITED.

C. H. BENSON,  
MANAGER,  
Hongkong.

## LITTLE FOLKS' CORNER.

## ADVENTURES OF THE TWINS.

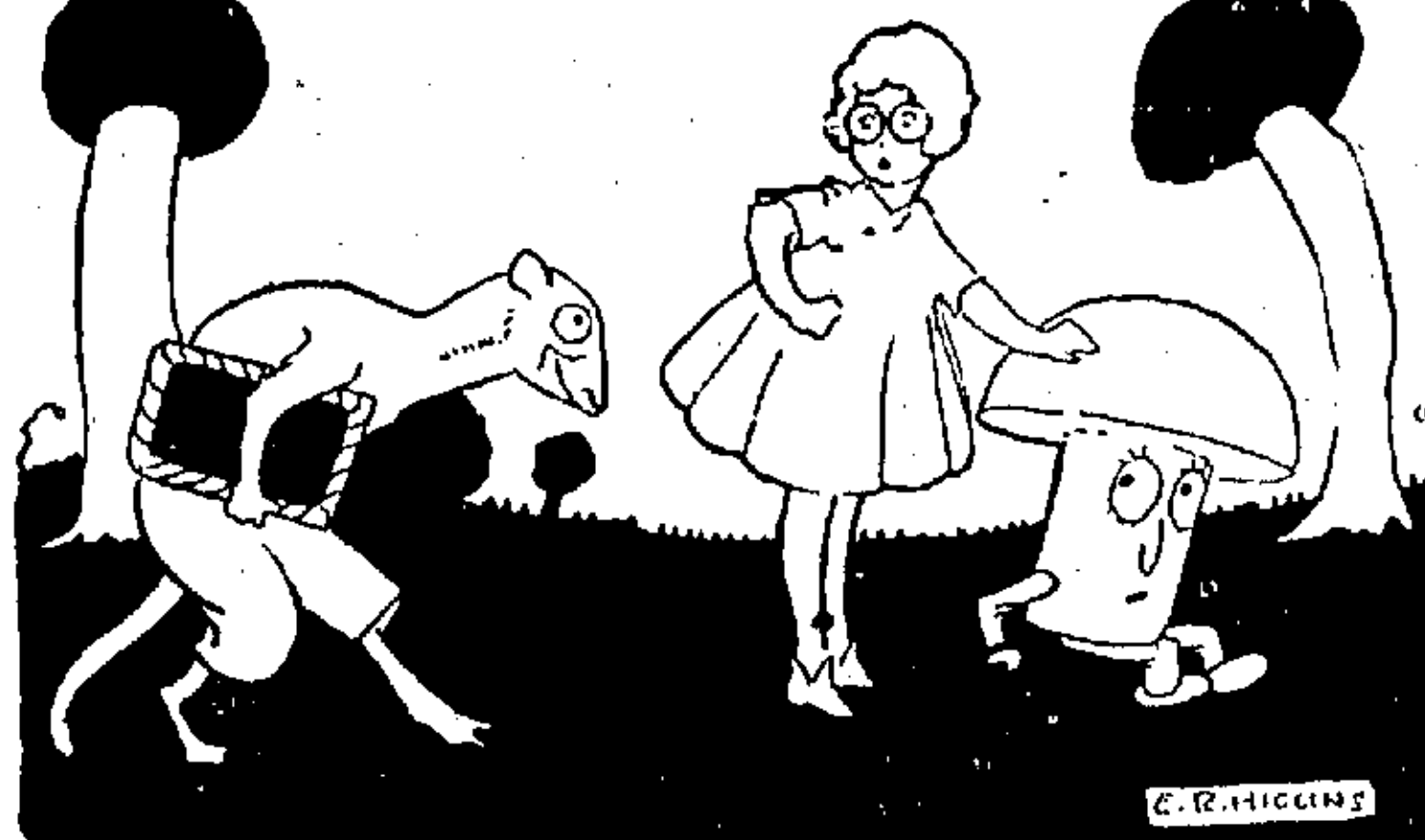
## NANCY PLAYS TEACHER.

Nancy was substitute in the Meadow Grove School because Mr. Scribble Scratch, the fairy schoolmaster, hadn't showed up that morning and somebody had to do the teaching.

Nick had gone to the little man's house by the bittersweet clump to see what was the matter, intending to fetch Dr. Mink if he were needed.

But we must find out first what was happening in the fairyman's absence.

Nancy called the geography class to stand up in a row and answer questions, after the roll was called. She didn't know much



When Wasp passed Nancy on his way to class, she saw that he was grinning about something.

geography herself, but the Magical Mushroom (which was being t e teacher's desk) promised to help her out if she stayed near.

Now, one of the worst boys in Meadow Grove School was Wasp. Wasp, called Wasp because he had such a sharp bite. He had trid Scribble Scratch's patience almost beyond endurance, and had won out more dunces than all the rest of the school put together. Not that Wasp was a dunce, not he, he was as sharp as a tad and quick as lightning, but he was just so bad, that the poor fairman had to do something. Besides, Chip Chipmunk and Muff Mo and Flop Fieldmouse and even Scamper Squirrel and Cut e Cottontail did far better work when Wasp was off by himself with his ack toward them. He was most annoying the way he stared them out of countenance and licked his lips and grinned. He wasn't so bi, but he wasn't afraid of anyone twice his size, and he was a ones too.

When Wasp passed Nancy on his way to class, she saw that he was grinning about something, and it made her uneasy. Then she saw he look around hungrily with a calculating eye, and it made her ore uneasy still.

(To be continued to-morrow.)

## PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

## Vessels Arrived.

| Vessel      | Agents      | From      | Mooring       |
|-------------|-------------|-----------|---------------|
| Laiyang     | J. M. & Co. | Amoy      | C 30          |
| Heidun Maru | M. B. K.    | Saigon    | B 24          |
| Sinang      | W. P. & Co. | Saigon    | B 10          |
| Soochow     | B. & S.     | Canton    | B 12          |
| Atsuta Maru | N. Y. K.    | Singapore | K. Wharf      |
| Hanching    | Douglas     | Swatow    | Douglas Wharf |

## Clearances.

| Vessel      | Agents            | Where Bound | Departure   |
|-------------|-------------------|-------------|-------------|
| Yue Yungwa  | C. & Clarke       | Hoihow      | 26th April. |
| Mingwang    | J. M. & Co.       | Swatow      |             |
| Taming      | B. & S.           | Amoy        |             |
| Wingwang    | J. M. & Co.       | Canton      |             |
| Kwaiwang    | B. & S.           | Singapore   |             |
| Shinyo Maru | T. K. K.          | Shanghai    | 27th        |
| Takaang     | J. M. & Co.       | Hoihow      |             |
| Devanba     | B. & S.           | Singapore   |             |
| Renalder    | G. H. Livingstone | Nagasaki    |             |
| Wenchow     | B. & S.           | Hankow      |             |

## Impending Departures.

(Compiled from our Shipping Advertisements.)

| Vessel            | Agents      | Destination          | Sailing Date |
|-------------------|-------------|----------------------|--------------|
| Hinsang           | J. M. Co.   | Sandakan             | 27th April   |
| Shinyo Maru       | Bank Line   | New York             | 27th         |
| City of Dunkirk   | P. & O.     | Shanghai             | 27th         |
| Dilwara           | P. & O.     | London               | 27th         |
| Devanba           | P. & O.     | Faochow              | 27th         |
| Hanching          | B. & S.     | Hankow               | 27th         |
| Wenchow           | B. & S.     | Yokohama             | 28th         |
| Empress of Russia | C. P. O. S. | Shanghai             | 28th         |
| Soochow           | P. & O.     | Japan                | 28th         |
| Japan             | S. & D.     | Los Angeles & Frisco | 28th         |
| West Java         | B. & S.     | Tientsin             | 28th         |
| Kueichow          | B. & S.     | Australia            | 28th         |
| Changsha          | B. & S.     | Japan                | 28th         |
| Atsuta M.         | N. Y. K.    | Japan                | 28th         |
| Malacca Maru      | N. Y. K.    | London               | 28th         |
| Imba M.           | P. & O.     | London               | 28th         |
| Soudan            | N. Y. K.    | Rotterdam            | 29th         |
| Matsuyama Maru    | J. M. & Co. | Manila               | 29th         |
| Longsawg          | B. & S.     | Tientsin             | 29th         |
| Hanching          | B. & S.     | Swatow               | 29th         |
| Wingwang          | N. Y. K.    | Japan                | 29th         |
| Lima M.           | C. M. Co.   | Singapore            | 30th         |
| China             | B. & S.     | Tsingtau             | 30th         |
| Chenau            | D. L. Co.   | Faochow              | 30th         |
| Hanching          | J. M. Co.   | Shanghai             | 30th         |
| Hopang            | J. M. Co.   | Calcutta             | 30th         |
| Yatsung           | N. Y. K.    | American Ports       | 1st          |
| Kawachi M.        | J. M. Co.   | Swatow               | 1st          |
| Kwongwang         | J. M. Co.   | Swatow               | 1st          |
| Teppan            | Ad. Line    | Java                 | 2nd          |
| Lake Faran        | N. Y. K.    | Singapore            | 3rd          |
| Hakata M.         | B. & S.     | London               | 3rd          |
| Perebus           | J. C. L.    | Shanghai             | 3rd          |
| Tjibswang         | J. C. L.    | Shanghai             | 3rd          |

## Impending Arrivals.

(Supplied by our Advertisers.)

| Vessel           | Agents       | From      | Due Hongkong |
|------------------|--------------|-----------|--------------|
| Malacca M.       | N. Y. K.     | Singapore | 28th April   |
| Imba Maru        | N. Y. K.     | Kobe      | 28th         |
| Lima M.          | N. Y. K.     | Singapore | 28th         |
| Matsuyama M.     | C. M. Co.    | Dairen    | 28th         |
| China            | B. & S.      | Shanghai  | 28th         |
| Mongolian Prince | P. & O. Ltd. | Shanghai  | 29th         |
| Hector           | B. & S.      | Suez      | 30th         |
| Wenatchee        | Admiral Line | Shanghai  | 1st          |
| Glengade         | J. M. Co.    | Europe    | 9th          |
| Kimi M.          | Hankow Line  | New York  | 10th         |
| Bowen Castle     | N. Y. K.     | London    | 12th         |
| Shidzuka M.      | B. & S.      | Suez      | 12th         |
| Brithorphon      | N. Y. K.     | Suez      | 12th         |
| Aberdeen         | Admiral Line | Shanghai  | 22nd         |
| Edmore           | Admiral Line | Shanghai  | 23rd         |
| Kaga Maru        | N. Y. K.     | London    | 25th         |

## Consignees Diary.

(Compiled from our Advertisements.)

| Vessel        | Agents      | Goods Stored | Free Storage Expires | Claims to be in by | Examination Date |
|---------------|-------------|--------------|----------------------|--------------------|------------------|
| Boulder       | G. L. & Co. | Kowloon      | April 30             | May 7              | April 30         |
| Awa M.        | N. Y. K.    | Kowloon      | May 1                | May 4              | Tues. & Fri.     |
| Honolulu Maru | O. S. K.    | Kowloon      | May 2                | May 6              | Wed. & Sat.      |
| Atsuta M.     | N. Y. K.    | Kowloon      | May 4                | May 6              | Tues. & Fri.     |
| China         | China Mail  | Kowloon      | May 5                | May 26             | May 4            |

## POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

| From              | Per          | Due         |
|-------------------|--------------|-------------|
| Straits           | Malacca Maru | 26th April. |
| Japan & Shanghai  | Imba Maru    | 28th        |
| Straits           | Lima Maru    | 28th        |
| U.S.A. & Shanghai | China        | 28th        |
| Singapore         | Andre Lebou  | 29th        |
| Shanghai          | Swatow       | 29th        |

## OUTWARD MAILS.

| For                                                                                                | Per               | Date                       |
|----------------------------------------------------------------------------------------------------|-------------------|----------------------------|
| Amoy, Shanghai, N. China & Japan                                                                   | Japan             | Thurs. 28 inst. 8 a.m.     |
| Philippine Islands, Sandakan, Australia & New Zealand via Thursday Island                          | Changsha          | Thurs. 28 inst. 8.45 a.m.  |
| *Shanghai & *North China                                                                           | Soochow           | Thurs. 28 inst. 10 a.m.    |
| *Shanghai, N. China & Japan                                                                        | Atsuta Maru       | Thurs. 28 inst. 10 a.m.    |
| Shanghai & North China, Japan, Canada, U.S.A., Central & South America & Europe via Vancouver B.C. | Empress of Russia | Thurs. 28 inst. 10.45 a.m. |

|                                  |               |                        |
|----------------------------------|---------------|------------------------|
| Wei Hai Wei, Chetow & Tientsin   | Kueichow      | Thurs. 28 inst. 3 p.m. |
| Japan                            | Honolulu Maru | Thurs. 28 inst. 3 p.m. |
| *Swatow & *Quinon                | Georgi        | Thurs. 28 inst. 4 p.m. |
| Swatow                           | Hydrangae     | Thurs. 28 inst. 4 p.m. |
| *Swatow, Shanghai & *North China | Wingwang      | Thurs. 28 inst. 5 p.m. |

|                                                                                                                         |             |                         |
|-------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|
| Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhankshook, Aden Egypt & Europe via Marseilles | Imba Maru   | Fri. 28 inst. 8.45 a.m. |
| Philippine Islands                                                                                                      | Loong Sang  | Fri. 28 inst. 9.30 a.m. |
| Shanghai, North China & Japan                                                                                           | Andre Lebou | Fri. 28 inst. 5 p.m.    |
| Singapore, Shanghai & N. China                                                                                          | Hop Sang    | Fri. 28 inst. 5 p.m.    |

|                                                                                    |           |                           |
|------------------------------------------------------------------------------------|-----------|---------------------------|
| L. Marques, South Africa, India via Dhankshook, Aden Egypt & Europe via Marseilles | Soudan    | Satur. 29 inst. 8.45 a.m. |
| Swatow, Amoy & Faochow                                                             | Hanching  | Satur. 29 inst. 1 p.m.    |
| Kobe & Bangkok                                                                     | China     | Satur. 29 inst. 2 p.m.    |
| Straits, Bangkok, Calcutta & Aden                                                  | Yatsung   | Satur. 29 inst. 2 p.m.    |
| Shanghai & N. China                                                                | Chenau    | Satur. 29 inst. 3 p.m.    |
| Wei Hai Wei, Chetow & Tientsin                                                     | Hanching  | Satur. 29 inst. 3 p.m.    |
| Swatow & Bangkok                                                                   | Teppan    | Satur. 29 inst. 5 p.m.    |
| *Swatow, *Shanghai & *N. China                                                     | Kwongwang | Satur. 29 inst. 5 p.m.    |

\*Correspondence bearing vessel's name only.

## BANKS.

ASIA BANKING CORPORATION.  
(AN AMERICAN BANK)CAPITAL ... U.S. \$4,000,000.  
SURPLUS & UNDIVIDED PROFITS: ... U.S. \$1,489,000.HEAD OFFICE: NEW YORK, U.S.A.  
BRANCH: SAN FRANCISCOHEAD OFFICE FOR THE ORIENT:  
SHANGHAI.BRANCHES:  
CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENTSIN

All Descriptions of Banking business transacted.  
Interest allowed on Current Accounts, Savings Accounts and Fixed  
Deposits in Local Currency, U.S. Dollars, Sterling or Francs.  
American Bankers Association and Guaranty Trust  
Company of New York Travellers Cheques sold by us.  
Payable throughout the world.

D. M. BIGGAR,  
Manager.

## THE BANK OF CHINA.

(Specially authorized by Pre-  
sidential Mandate of the Republic  
of China on the 22nd of Novem-  
ber, 1917.)

Authorized Capital: \$60,000,000.00  
Paid up Capital: 12,779,800.00  
Reserve Funds: 7,796,023.00

## HEAD OFFICE: PEKING

## HONGKONG BRANCH: 20/21

Connaught Road Central. Branches and Sub-branches all over

China and Correspondents in

Japan, New York, San Francisco,

Singapore and Manila.

London Bankers:—The National

Provincial and Union Bank

of England, Ltd.

The Guaranty Trust Company

of New York.

New York Bankers:—The

Irving National Bank.

Interest allowed on Current

Accounts and Fixed Deposits.

Terms on application.

Every description of Banking

Business transacted.

Loans granted on approved

securities.

Special facilities for Home

Exchange.

Interest on Fixed Deposits at

the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 4% per annum

TSUYEE PEI

Manager.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID UP CAPITAL: \$2,000,000.00

RESERVE FUND: \$500,000.00

## DIRECTORS:

Mr. Pong Wai Tung, Chairman.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

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Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

Mr. K. H. Shui, Mr. K. H. Shui, Mr. K. H. Shui.

## BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Subscribed Capital: F. 150,000,000

Paid-up Capital: F. 75,000,000

Reserve Funds: F. 60,000,000

Deposits: F. 885,000,000

The Chinese Government owns one-third of the Capital.

## HEAD OFFICE: 74 Rue Saint-Lazare, PARIS.

## BRANCHES:

Antwerp, London, Shanghai, Hankow, Peking, Tientsin, Yankow, Yunnanfu, Hongkong.

## BANKERS:

IN FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City and Midland Bank.

IN HONGKONG: The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS, Manager.

Hongkong, 20th January, 1921.

## BANQUE DE L'INDO-CHINE.

(FRENCH BANK)

Head Office: 16 bis Rue La Fayette, Paris.

Capital: France 48,000,000

Reserves: 50,000,000



## PACIFIC SHIPPING.

C.P.O.S.

**SAILINGS**

**HONGKONG TO VANCOUVER**  
via Shanghai, Nagasaki ("Moj") Kobe & Yokohama.

| Steamers          | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Russia | Apr. 28       | May 16        |
| Empress of Japan  | May 17        | June 7        |
| Empress of Asia   | May 26        | June 13       |
| Monteagle         | June 14       | July 8        |
| Empress of Russia | June 23       | July 11       |
| Empress of Japan  | July 13       | Aug. 3        |
| Empress of Asia   | July 21       | Aug. 8        |
| Monteagle         | Aug. 23       | Sept. 16      |
| Empress of Russia | Aug. 18       | Sept. 5       |
| Empress of Japan  | Sept. 20      | Oct. 11       |
| Empress of Asia   | Sept. 15      | Oct. 3        |

Passengers in Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to  
**HONGKONG OFFICE.**  
Cable address: CACANPAO  
**CANADIAN PACIFIC OCEAN SERVICES, LTD.**

**T. K. K.**  
**TOYO KISEN KAISHA**

**HONGKONG TO SAN FRANCISCO.**  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

| SHIP           | TONS   | LEAVE HONGKONG |
|----------------|--------|----------------|
| SHINYO MARU    | 22,000 | Apr. 27th.     |
| * PERSIA MARU  | 9,000  | May 14th.      |
| TAIYO MARU     | 22,000 | May 25th.      |
| * SIBERIA MARU | 20,000 | June 10th.     |
| TENYO MARU     | 22,000 | June 21st.     |
| KOREA MARU     | 20,000 | July 1st.      |

\* Calling at Dairen. \* Omitting Shanghai.

## SOUTH AMERICAN LINE.

**HONGKONG TO VALPARAISO.**  
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

| SHIP         | TONS   | LEAVE HONGKONG |
|--------------|--------|----------------|
| SEIYO MARU   | 14,000 | May 15th.      |
| RAKUYO MARU  | 17,500 | June 10th.     |
| * CHOYO MARU |        | July 11th.     |

\* Cargo only.

For full information regarding passengers, freight, and sailings apply to:-  
**Y. TSUTSUMI, Manager,**  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

**STRUTHERS & DIXON, INC.**  
**GREEN STAR LINE**

Operating Far Eastern services for account of the  
**UNITED STATES SHIPPING BOARD.**

**TO SEATTLE & VANCOUVER (via MANILA).**

\* "WEST JESSUP" ... 26th April.

**TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).**

\* "WEST JENA" ... 28th April.

† Also, cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for

**NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.**

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

**HONGKONG OFFICE**—1 floor Powell's Building, 12, Des Voeux Rd., Tel. 3068.

**CHINA MAIL S.S. CO., LTD.**

"Incorporated in U.S.A."  
**FREIGHT AND PASSENGERS**  
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"  
5,000 tons 11,000 tons 10,200 tons

**SAILING FROM HONGKONG for SAN FRANCISCO**  
via Shanghai, Japan Ports and Honolulu

| SHIP      | S.S. "NANKING" | S.S. "NILE" | S.S. "CHINA" |
|-----------|----------------|-------------|--------------|
| May 18th. | June 15th.     | July 13th.  |              |

**SAILING FROM HONGKONG for MANILA**  
S.S. "NANKING" ... June 4th.

**SAILING FROM HONGKONG for SINGAPORE**  
S.S. "CHINA" ... April 30th. S.S. "NILE" ... June 25th.

**AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.**

**C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,**  
PRINCE'S BUILDING, ICE HOUSE STREET.

**TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT**

No. 1934. No. 2161.

## PACIFIC SHIPPING.



**DOLLAR LINE**



**SAILINGS FROM HONGKONG FOR NEW YORK.**

| STEAMERS.                        | SAILING DATE. |
|----------------------------------|---------------|
| "MELVILLE DOLLAR" ... VIA PANAMA | MAY 16TH.     |
| "M. S. DOLLAR" ... VIA SUEZ      | MAY 25TH.     |
| FOR VANCOUVER.                   |               |
| "MELVILLE DOLLAR" ...            | MAY 16TH.     |

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

**THE ROBERT DOLLAR Co.**  
GENERAL POST OFFICE BUILDING TEL. 792.  
THIRD FLOOR " 795.



Operating following U.S. Shipping Board Steamers.  
**PASSENGER & FREIGHT SERVICE.**  
**FOR MANILA.**

S.S. Wenatchee ... Sailing May 3rd.  
**VICTORIA, VANCOUVER, SEATTLE.**  
Calling Shanghai, Kobe and Yokohama.

| SHIP           | From Hongkong          | Arrive Seattle |
|----------------|------------------------|----------------|
| S.S. Wenatchee | May 14.                | June 3.        |
| Edmore         | (Freight only) May 24. | July 10.       |
| Wenatchee      | July 25.               | Aug. 16.       |
| Keystone State | Aug. 11.               | Sept. 2.       |

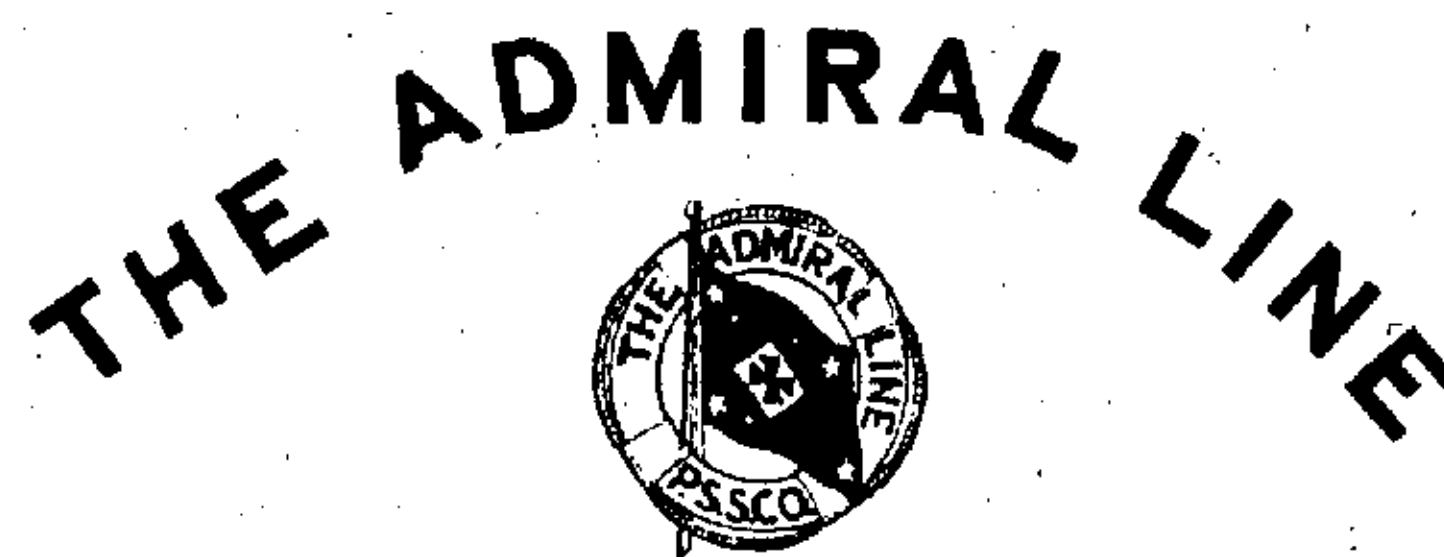
## FOR PORTLAND DIRECT.

| SHIP          | From Hongkong                           | Arrive Seattle |
|---------------|-----------------------------------------|----------------|
| S.S. Montague | (Freight only) April 29.                | June 4.        |
| Abercos       | For Manila ... May 23.                  |                |
| Abercos       | Shanghai, Kobe and Yokohama ... June 2. |                |

Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



**THE PACIFIC STEAMSHIP CO.**  
**REGULAR SERVICE**

To & From  
**SAIGON-SINGAPORE-SUMATRA**  
**JAVA PORTS.**

OPERATING THE FOLLOWING U.S.S.B. STEAMERS  
LAKE FARRAR May 2. LAKE ONAWA May 19.  
Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

**THE ADMIRAL LINE,**  
5th. FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admiralline. Telephone 2477 & 2478.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

WYTHEVILLE About May 4th.  
WYNAH About June 2nd.

For freight space and particulars apply to:-

**BARBER STEAMSHIP LINE INC.,**  
**THE ADMIRAL LINE;**  
AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**  
(Royal Packet Navigation Co. of Batavia)

**"VAN CLOON"**

will be despatched to  
Singapore, Belawan-Deli direct.  
3rd of May.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.  
Wireless Telegraphy.

For freight and passage apply to:-

**JAVA-CHINA-JAPAN LYN,**  
Telephone No. 1574. Agents.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the  
**"BLUE FUNNEL" LINE**  
(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.  
BOSTON & NEW YORK. "CITY OF DUNKIRK" 26th April.  
"KNIGHT COMPANION" 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.  
For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**  
**HONGKONG & CANTON REISS & CO. CANTON.**

**VERNEEGDE NEDERLANDSCHE SCHEEPVAART**  
**MAATSCHAPPIJ.**

(United Netherlands Navigation Company)

**HOLLAND-OOST AZIE LIJN**

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

**Japan ports, Shanghai, Hongkong and Manila**  
**and**  
**Amsterdam, Rotterdam, and Hamburg, Bremen**

| Steamers | Loading | For                 | Sailing    |
|----------|---------|---------------------|------------|
| BOEROE   | May     | Amsterdam & Hamburg | 15th May.  |
| ALCOR    | June    | Rotterdam & Hamburg | 2nd June.  |
| ALCHIBA  | July    | Amsterdam & Hamburg | 20th July. |

For full particulars please apply to

**JAVA CHINA JAPAN LYN**

General Agents,  
York Building.

## UNCLAIMED TELEGRAMS.

**THE GREAT NORTHERN TELE-**  
**GRAPH COMPANY, LTD.**

The following Unclaimed Telegrams are lying here:-

Robjohn Hongkong Hotel, from Shanghai.

Paladium, from Kobe.

Reid, Hongkong Club (4), from Kobe.

Philnabank, from Shanghai.

Gaendako, from Osaka.

Sockon, from Omuta.

Young Size E-q. 94 Hollywood Road, 1st Floor, from Amoy.

Thongyak, from Shanghai.

Seewesong, from Amoy.

Manwoo, from Shanghai.

Yuenchingtai, from Shanghai.

Chengsinnam, 53 Connaught Road Central, from Shanghai.

Loman 16 Morrison Gap Road, from Shanghai.

Kwongontai, from Shanghai.

Yuentifu Great Eastern Hotel, from Shanghai.

Ngochowfu Deinghunhweske Siyien Street, from Tokio.

TH. KRING.

Superintendent.

Hongkong, April 21, 1921.

**EASTERN EXTENSION AUSTRAL-**  
**ASIA & CHINA TELEGRAPH CO.**

Asanoaondo, from Taipei.

Billey Hongkong Hotel, from Shanghai.

Brande Care Taggart Kremlin, from Manila.

Godsil care S.S. Venezuela (2) from Shanghai.

Jessie Hughes Statesbank, from Hanoi.

Sauton Passenger Amazon care of Messagerie, from Manila.

Tyree, from Perthwa.

M. E. F. AIREY,

Superintendent.

Hongkong, April 14, 1921.

## DOCK FOR THE EIGHT-

AND-EIGHT.

The Japanese Navy Department has decided to construct a dock at Kuro which will be large enough to accommodate a warship of the 40,000-ton class. It is expected that the construction work will take about three years, and when it is completed the 8-8 squadron will be perfectly equipped.

## SHIPPING NEWS.

**NEW ELECTRIC DRIVE.**  
The United States Government is not waiting to see the result of the first trip of the Eclipse to India with her new electric drive, but are going straight on with the conversion of a dozen more cargo steamers.

**RELAXING PASSPORT REGULA-**  
**TION.**

American citizens entering or leaving the United States will no longer be required to have passports or permits. In the case of British subjects travelling within the British Empire, it is stated that no visa is now needed in respect of each journey. The visa for foreign countries is, of course, still necessary.

**THE PROSPERUS CHINA RUN.**

It has been stated that the Chinese steamer runs have recently been doing excellent business. The Nippon Yusen Kaisha has decided to put the *Daiel Maru* (3,470) on the Shanghai line temporarily, finding that the regular liners alone cannot accommodate such large cargo as are offered. Besides the *Daiel Maru*, the company has an idea of running a few ships on the same line, which is expected to continue prosperous for the present.

**THE NEW DOCK AT CALCUTTA.**

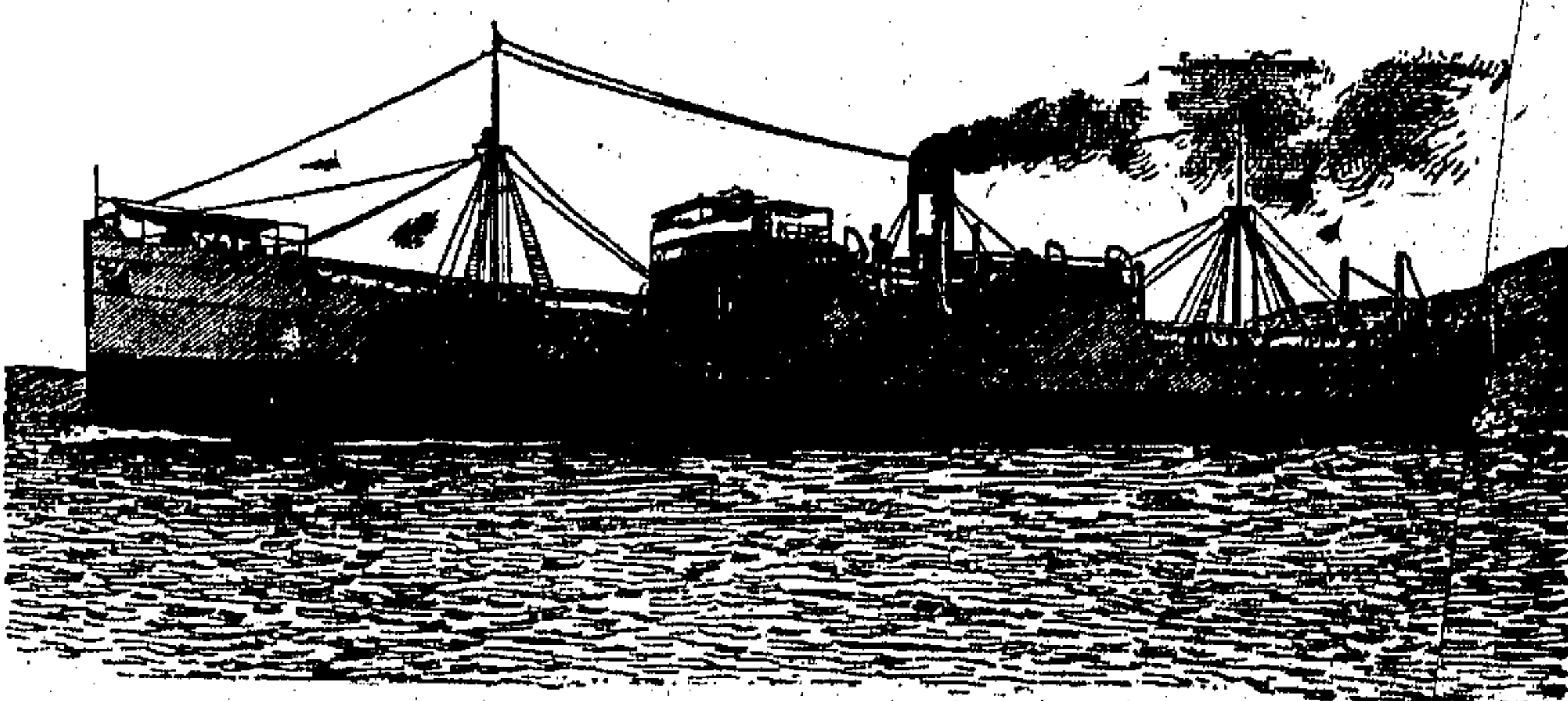
The new King George's Dock at Calcutta, of which the Duke of Connaught recently laid the commemorative stone, will be situated on the Garden Reach, about five miles down the river from the Howrah Bridge. The water area will be about 190 acres, and the length of the quay wall 25,000-ft. The approved scheme, which is expected to meet all demands for many years to come, is for new docks to the south-west of those already existing and a reorganization of the railway facilities to them. Work on the dock was begun in March of last year, and substantial progress has been made. It is expected that 10,000 men will be continuously engaged for at least six years before the dock is available for use. When it is completed it will provide berths for 35 additional vessels and will afford facilities on a scale far in advance of those provided in the existing Kidder pore docks. The Duke of Connaught emphasized the courage and perseverance which have made Calcutta a great shipping centre, remarking that so far as he knew there is no port of a size approaching Calcutta so far distant from the sea as 82 miles, still less one which has to cope with bars and shoals so numerous or presenting such difficulties of control. The existing dock system involved unique risks and difficulties in construction, but the success obtained in coping with them had conferred great advantages on Calcutta. The distance of the port from the seaboard brought it so much the nearer to the chief source of its power, the Bengal coalfields, to the rich agricultural plain of the Ganges, and to the jute-growing districts and tea gardens of Bengal and Assam.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition.  
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 bn gros

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

**R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG**



Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.    | Tons  | From Hong-kong (about) | Destination              |
|---------|-------|------------------------|--------------------------|
| DEVANHA | 8,000 | 27 Apr. 3 p.m.         | London & Antwerp.        |
| SOUADAN | 7,000 | 29th Apr.              | M'les, London & Antwerp. |
| DILWARA | 5,378 | 10th May               | S'pore, Colombo & B'bay. |
| NAGOYA  | 7,000 | 13th May               | M'les, London & Antwerp. |
| PLASSY  | 7,400 | 11th July              | M'les, London & Antwerp. |

## BRITISH INDIA-APCAR SAILINGS (South)

| S.S.   | Tons  | From Hong-kong (about) | Destination                               |
|--------|-------|------------------------|-------------------------------------------|
| TAKADA | 7,000 | 9th May                | Calcutta via Singapore, Penang & Rangoon. |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S.S.       | Tons  | From Hong-kong (about) | Destination                                                               |
|------------|-------|------------------------|---------------------------------------------------------------------------|
| KANOWNA    | 7,000 | 6th May                | Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney. |
| ST. ALBANS | 5,000 | 25th May               |                                                                           |

\* Calls Iloilo Omits Sandakan.

## SAILINGS TO SHANGHAI &amp; JAPAN.

| S.S.       | Tons  | From Hong-kong (about) | Destination            |
|------------|-------|------------------------|------------------------|
| DILWARA    | 5,378 | 27 Apr. noon.          | Shanghai only.         |
| JAPAN      | 6,000 | 28 Apr. 9 a.m.         | Amoy, Shanghai & Kobe. |
| ST. ALBANS | 5,000 | 7th May                | Japan direct.          |

All dates are approximate and subject to alteration without notice.

## WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24ft. X 1ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central.

# N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

SUWA MARU ... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

INABA MARU ... Friday, 29th April, at 11 a.m.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

HAMBURG, LONDON, HULL &amp; ROTTERDAM.

MATSUHARA MARU ... Friday, 29th April.

LIVERPOOL &amp; MARSEILLES via Suez.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

BOMBAY &amp; COLOMBO via Singapore.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TOSA MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

ATSUTA MARU ... Thursday, 23rd April, at 11 a.m.

MALACCA MARU ... Thursday, 23rd April.

LIMA MARU ... Friday, 29th April.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293.

S. YASUDA, Manager.

# JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

| Steamer  | From | Expected on or about | Will leave on or about | For      |
|----------|------|----------------------|------------------------|----------|
| Tjisalak | Java | loading              | 3rd May                | Java     |
| Tjiuwong | Java | 28th Apr.            | 3rd May                | Shanghai |
| Tjikini  | Java | 8th May              | 11th May               | Shanghai |
| Tjibout  | Java | 8th May              | 21st May               | Java     |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

## ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

| Steamer    | From         | Expected on or about | Will leave on or about | For           |
|------------|--------------|----------------------|------------------------|---------------|
| Tjisondari | San F'elisco | 8th May              | 13th May               | Java          |
| Orontale   | Java         | 13th May             | 14th May               | San F'elisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

# DODWELL & CO., LTD.

## STEAMSHIP SERVICES.

Regular Sailings to

FOR NEW YORK and or BOSTON.

## S.S. "BOWES CASTLE"

Sailing on or about 12th May.

## LLOYD TRIESTINO.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "PERSIA" Sailing on or about 14th May.

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about 10th May.

Passengers Luggage can be insured at the office of the Agents

## NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL &amp; CO., LTD., Agents.

# AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer.            | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|---------------------|----------------------------------|--------------------------------|
| CHANGSHA via Manila | In Port                          | 28 April, at 11 a.m.           |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36.

Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

| Steamer.                                    | Sailing.           |
|---------------------------------------------|--------------------|
| LONDON, AMSTERDAM, ROTTERDAM & HAMBURG..... | "KASENKA" 5th May. |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton

General Agents.

# GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

| Vessel.          | Due Hongkong. |
|------------------|---------------|
| "GLENVOLE" ..... | 9th May.      |

HOMEWARDS.

| Vessel.           | Leaves Hongkong. | Discharges.            |
|-------------------|------------------|------------------------|
| "GLENIFFER" ..... | about 28th May.  | GENOA, LONDON & R'DAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON &amp; CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" Sailing on 3rd May.

S.S. "HWAH PING" Sailing on 13th May.

For Freight and Passage apply to:—

THE CHINA &amp; AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING:

# INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination         | Steamer   | Sailing                     |
|---------------------|-----------|-----------------------------|
| SANDAKAN            | Hinsang   | Wed., 27th Apr. at noon.    |
| SHANGHAI via Swatow | Wingsang  | Fri., 29th Apr. at d'light. |
| MANILA              | Loongsang | Fri., 29th Apr. at 3 p.m.   |
| SHANGHAI via Ningpo | Hongsang  | Sat., 30th Apr. at d'light. |
| STRAITS & Calcutta  | Yatshing  | Sat., 30th Apr. at 3 p.m.   |
| SHANGHAI via Swatow | Kwongsang | Sun., 1st May at d'light.   |
| BANGKOK via Swatow  | Teopao    | Sun., 1st May at d'light.   |
| HAIPHONG via Hoihow | Loksang   | Wed., 4th May at 9 a.m.     |

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Saturday, 30th Apr., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

# C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                            | Steamers. | To Sail.            |
|--------------------------------|-----------|---------------------|
| SHANGHAI                       | Soochow   | 28th Apr. at noon.  |
| W'WEI, CHEFOO & T'SIN Kueichow | Chenai    | 28th Apr. at 4 p.m. |
| WEIHAIWEI, CHEFOO, NEW.        |           |                     |
| CHWANG & TIENSIN               | Muichow   | 29th Apr. at 4 p.m. |
| SHANGHAI & TIENTSIN            | Chenai    | 30th Apr. at noon.  |
| SWATOW & BANGKOK               | Kanchow   | 3rd Apr. at 10 a.m. |
| AMOI, SHAI & PUKOW             | Sinkang   | 3rd Apr. at noon.   |
| SHANGHAI                       | Sunning   | 5th Apr. at noon.   |
| H'HOW, PHOI & H'PHONG          | Kailong   | 8th Apr. at 10 a.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow. For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36.

Hongkong April, 27, 1921

# DOUGLAS STEAMSHIP CO. LTD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

| Steamships. | Captain.          | Leaving.                  |
|-------------|-------------------|---------------------------|
| Hailong ..  | W. C. Passmore .. | WED., 27th Apr. at 9 a.m. |
| Hailong ..  | A. H. Stewart ..  | SAT., 3th Apr. at 2 p.m.  |
| Hailong ..  | W. Couper ..      | TUES., 3rd May at noon.   |

Calling at Swatow for Passengers only.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

# NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT &amp; PASSENGER SERVICES BETWEEN JAPAN, HONGKONG &amp; JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" sailing on or about 7th May.

S.S. "Samarang Maru" sailing on or about 1st May.

FOR JAPAN.

Ports of call:—Moj, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 3rd May.

S.S. "Borneo Maru" sailing middle of May.

For further particulars please apply to:—

K. SUZUKI.

Manager.

No. 5, Queen's Road Central.

COMMERCIAL NEWS.

U.S. TARIFF AND OILS FROM THE ORIENT.

Before the meeting of the Advisory Committee of the Foreign Commerce Association of the Pacific Coast, Mr. I. F. Lauks, of I. F. Lauks, Inc., who recently returned from the East, declared that the packers and large cottonseed oil manufacturing firms of the East are entirely opposed to a tariff on Oriental oils. That a light duty on oils coming from the Orient will be imposed sometime in the future is the prevailing impression in the East. Mr. Lauks stated, "New York is sadly lacking in oil handling facilities, and though the shippers there realize this they are not inclined to favour installing more facilities until something definite is arrived at in the tariff situation. These are very little chance of handling case oil in New York, and considerable difficulty is experienced with the bulk oil. Discussing the tariff question with the leading packers of New York and Chicago, I was given to understand that all were opposed to the imposition of a duty on Oriental oils," said Mr. Lauks.

OREGON TIMBER IN JAPAN.

A manager of a certain foreign firm is quoted in the *Kobe Yushin* as stating that since the beginning of this year Oregon timber to the extent of from 4,000,000 to 5,000,000 cubic feet, has been imported to Japan from the north-western part of America, and contracts are still sufficient enough to fill the available ships for two months ahead. During the war Japan refrained from building houses to such an extent that since the armistice, constant complaints as to the difficulty of getting houses have been heard. At present the wholesale price of Oregon pine plank is Y33 per 1,000 cubic feet in Tokyo, showing a fall by half as compared with a year ago. It is believed, however, that as the price has almost touched bottom, future telegrams will report higher quotations. As to Hokkaido timber, which is used for building purposes, the price was Y110 to Y190 up to a year ago, but is now about Y90 through wholesale imports of American goods. The merchant quoted believes the demand in Japan will not fall off for a very long time, and that American timber will probably be welcomed for the purpose of constructing not only dwelling houses, but also bridges, railway stations, ships and packing cases.

SHANGHAI SHARE MARKET.

Messrs. A. E. Anderson & Co., Shanghai, in their circular dated 16th April states:—The tone of the market though quieter has remained firm throughout the week and prices close practically unchanged. Debentures.—At the ratepayers meeting held on 14th instant, the Council was authorized to issue Debentures to the extent of Tls. 7,000,000 and the terms of this issue will probably be made public on 20th instant. No transactions of any material size were recorded for existing issues. Banks.—Hongkong and Shanghai sold at \$865 and offer at \$870. Mercantile. The manager of the local branch of The Mercantile Bank of India, Ltd. has received cable advice of a final dividend on "A" and "B" shares of 8 per cent., making 16 per cent. for the year, less income tax, and a dividend of 8 per cent. on "C" shares for six months equivalent to 16 per cent. per annum. The amount carried forward is £127,638, and £50,000 is placed to Reserve. The paid-up capital is now £1,050,000, and reserve and undivided profits £1,227,638. Cathay Trust (in liq.).—The Liquidator advertises a tenth dividend of Tls. 0.10 as payable from date. Insurance.—Yangtzes improved to \$26, Far Easterns offer at 23, Hongkong Fire improved to Hk\$ 630. Docks and Engineerings.—Shanghai slowly appreciated to 144½. New Engineerings are a little easy at 15½ for the "Ordinary" the "Preference" offering at 440. Cotton Mills.—Ewos are firm at 360, Loon-King Mows fall of sellers at 22½. Orientals could be placed at 144 and Boshokus at 121. Rubber.—Batus. The General Managers have summoned the 8th Annual Meeting for 29th instant; accounts not yet to hand. Bute Plantations. The Annual General Meeting is to be held on 22nd instant; accounts not yet to hand. Java Consolidated. The Annual General Meeting is called on 25th instant; accounts not yet to hand. Miscellaneous.—Trains are steady at 108. Gas have improved to buy negotiation of 25½. Telephone exchange at 88 and Waterworks at 120.



